



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 17a
Date: 08/15/2017

Airbus **A330-200, A330-200F, A330-300**

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
A330-200, A330-200F, A330-300REVISION NO. 17a
DATE: 08/15/2017PAGE NO.
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HIGHLIGHTS OF CHANGE		

EFFECTIVE ABOVE DATE, the Airbus A330 Master Minimum Equipment List (MMEL) has been revised. Replace affected pages with Revision 17a for a complete, up-to-date MMEL. For each ATA chapter containing a change(s), the revision number and date will be updated accordingly on all pages of that ATA chapter. This revision inserts the correct A330 Modification numbers to an item in Chapter 34 and adds titles to item numbers for existing relief “redirects” per MMEL formatting guidelines.

PAGE NO.	EXPLANATION OF CHANGE
ATA 22 AUTOFLIGHT 73-05	Added item title to relief redirect.
ATA 23 COMMUNICATIONS 11-01 51-02	Removed placeholder verbiage indicating NOTE was previously deleted. Added item number for relief redirect.
ATA 25 EQUIPMENT/FURNISHINGS 62-01	Added item title to relief redirect.
ATA 26 FIRE PROTECTION 16-03	Added item title to relief redirect.
ATA 31 INDICATING/RECORDING SYSTEMS 30-01	Added item title to relief redirect.
ATA 33 LIGHTS 20-02	Added item title to relief redirect.
ATA 34 NAVIGATION 42-03 43-01	Added title to relief redirect. Corrected Modification numbers in NOTES for ATSAW.

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HIGHLIGHTS OF CHANGE			
PAGE NO.		EXPLANATION OF CHANGE	
ATA 35 OXYGEN			
12-01		Added title to relief redirect.	
13-01		Added title to relief redirect.	
ATA 36 PNEUMATIC			
22-01		Added title to relief redirect.	
ATA 52 DOORS			
10-05		Added title to relief redirect.	

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DEFINITIONS			

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, as found on the Flight Standards Information Management System (FSIMS) website.

[FSIMS - Publications - MMEL Policy Letters](#)

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PREAMBLE			

For the Master Minimum Equipment List, Preamble addendum, as used for operations under 14 CFR parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, as found on the Flight Standards Information Management System (FSIMS) website.

[FSIMS - Publications - MMEL Policy Letters](#)

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				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-01	Cabin Fans (Recirculation Fans)						
1)	A330-200, A330-300	C	2	1	(O) One may be inoperative provided: a) Both air conditioning packs operate normally, and b) HI Flow is selected.		
2)	A330-200F	D	2	1	(O) One may be inoperative provided both air conditioning packs operate normally.		
		C	2	0	(O) Both may be inoperative provided: a) Both air conditioning packs operate normally, and b) HI Flow is selected.		
21-02	Recirculation Valves (A330-200, A330-300)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.		
21-03	CAB FANS pb-sw						
1)	OFF Light	C	1	0			
21-04 ***	Lower Deck Cabin Crew Rest Compartment Ventilation (A330-200, A330-300)	D	1	0	(M) May be inoperative provided: a) The isolation valve is closed, and b) The lower deck cabin crew rest compartment is locked closed and not used.		
1)	Low Flow Buzzer	C	1	0	(O) May be inoperative provided a procedure is used to periodically check that the operative LEAVE MCR sign or the LOW FLOW lamp are not illuminated when the lower deck cabin crew rest compartment is used.		
21-05	Indications on ECAM COND Page						
1)	Cabin FAN	C	2	0			

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-06 ***	Bulk Crew Rest Compartment Ventilation (With STC No. ST11686SE-T)	D	1	0	(M)(O) May be inoperative provided: a) The isolation valve is closed, and b) The Bulk Crew Rest Compartment is locked closed, not used, and considered inoperative.		
1)	LOW FLOW Lighted Signs	D	3	1	May be inoperative provided the LOW FLOW aural alert is operational.		
		D	3	0	(M)(O) May be inoperative provided the Bulk Crew Rest Compartment is locked closed, not used, and considered inoperative.		
2)	LOW FLOW Aural Alert	D	1	0	(M)(O) May be inoperative provided the Bulk Crew Rest Compartment is locked closed, not used, and considered inoperative.		
3)	LOW PRESSURE Lighted Indication/ Aural Warning	D	1	0	(M)(O) May be inoperative provided the Bulk Crew Rest Compartment is locked closed, not used, and considered inoperative.		
21-07	Flightcrew Rest Compartment (FCRC) Heater System	C	1	0	(O) May be inoperative provided FCRC use is acceptable to crewmembers.		
		C	1	0	(O) May be inoperative provided a passenger seat in the cabin is made available for the crewmember(s).		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-08	Lower Deck Mobile Crew Rest Area (LD-MCR) Heater System	C	1	0	(O) May be inoperative provided LD-MCR use is acceptable to crewmembers.		
		D	1	0	(O) May be inoperative provided LD-MCR is locked closed and not used.		
21-09	Bulk Crew Rest Compartment Heater System (With STC No. ST11686SE-T)	C	1	0	(M)(O) May be inoperative provided: a) The heaters are deactivated, and b) Bulk Crew Rest Compartment use is acceptable to crewmembers.		
		D	1	0	(M)(O) May be inoperative provided the Bulk Crew Rest Compartment is locked closed, not used, and considered inoperative.		
1)	Electric Heaters	C	3	1	(M) May be inoperative provided affected heater(s) is deactivated.		
21-10	Bulk Crew Rest Compartment Temperature Sensor (With STC No. ST11686SE-T)	C	2	0	May be inoperative provided the Bulk Crew Rest Compartment heater system is considered inoperative.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-11	Main Deck Cargo Isolation valve (FWD and AFT) (A330-200F)						
1)	Isolation Valve	C	4	2	(M)(O) May be inoperative provided: a) Affected isolation valves are deactivated in the closed position, b) Associated trim air valves are deactivated in the closed position, and c) Access to the main deck cargo compartment is not authorized during flight.		
		B	4	0	(M)(O) May be inoperative provided: a) All the isolation valves are deactivated in the closed position, b) Associated trim air valves are deactivated in the closed position, c) The total air temperature (TAT) is monitored in flight and remains above -15 degrees C, and d) Access to the main deck cargo compartment is not authorized during flight.		
		C	4	0	May be inoperative in the open position provided the main deck cargo compartment is empty or does not contain flammable or combustible materials.		
2)	ISOL VALVES pb-sw						
a)	FAULT Light	D	1	0	May be inoperative.		
b)	OFF Light	D	1	0	May be inoperative.		

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SYSTEM & SEQUENCE NO.	ITEM
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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
21-12 ***	Lower Deck Mobile Crew Rest Compartment Ventilation (With STC No. ST02440SE)	D	1	0	(M)(O) May be inoperative provided: a) The isolation valve is closed, and b) The Lower Deck Mobile Crew Rest is locked closed and not used.	
1)	LOW FLOW Lighted Signs	D	3	1	May be inoperative provided LOW FLOW aural alert is operational.	
		D	3	0	May be inoperative provided the Lower Deck Mobile Crew Rest is locked closed and not used.	
2)	LOW FLOW Aural Alert	D	1	0	May be inoperative provided Lower Deck Mobile Crew Rest is locked closed and not used.	
21-13	Lower Deck Mobile Crew Rest Heater System (With STC No. ST02440SE)	D	1	0	(M)(O) May be inoperative provided the Lower Deck Mobile Crew Rest is locked closed and not used.	
1)	Electric Heaters	C	2	0	(M)(O) May be inoperative provided: a) The heaters are deactivated, and b) Lower Deck Mobile Crew Rest is acceptable to crewmembers.	
2)	Electric Heater	C	2	1	(M)(O) May be inoperative provided: a) The heater is deactivated, and b) Lower Deck Mobile Crew Rest is acceptable to crewmembers.	
3)	Temperature Sensor	C	4	0	(M)(O) May be inoperative Provided: a) The heater controller(s) are in safe mode, and b) Lower Deck Mobile Crew Rest is acceptable to crewmembers.	
		D	4	0	May be inoperative provided the Lower Deck Mobile Crew Rest is locked closed and not used.	
					(Continued)	

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
21-13	Lower Deck Mobile Crew Rest Heater System (With STC No. ST02440SE) (Cont'd)						
4)	Heater Controllers	C	2	0	(M)(O) May be inoperative provided: a) The heater controller(s) are in safe mode, and b) Lower Deck Mobile Crew Rest is acceptable to crewmembers.		
21-42	Aft Galley Area Heater System	D	1	0	(M) May be inoperative provided it is deactivated.		
23-01	Lavatory and Galley Extraction Fan	C	1	0	(O) May be inoperative.		
23-02	Lavatory and Galley Differential Pressure Switch	C	1	0			

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
23-05 ***	In Flight Entertainment Center Bay Ventilation (A330-200, A330-300)	D	1	0	(M) May be inoperative provided the In Flight Entertainment System is deactivated.		
23-06	GALY & LAV FAN pb-sw (A330-200F)						
1)	OFF Light	D	1	0	May be inoperative.		
25-01	Air Conditioning Compartment Ventilation Turbofan	C	1	0	(M)(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Turbofan is deactivated.		
25-02	Air Conditioning Compartment Turbofan Supply Valve	C	1	0	(M)(O) May be inoperative closed provided alternate procedures are established and used. NOTE: Failure of the turbofan supply valve in open position is indicated by a MAINTENANCE STATUS message.		
25-03	Air Conditioning Compartment Turbofan Pressure Switch	C	1	0	(M) May be inoperative provided turbofan operates normally.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
26-01	Avionics Equipment Ventilation Extract Fan	C	1	0	(M)(O) May be inoperative provided: a) Both cabin fans operate normally, b) EXTRACT pb-sw is selected to OVRD, and c) Airplane remains at or below FL 290 if dispatch is also combined with one air conditioning pack inoperative.		
26-02	Avionics Equipment Ventilation Overboard Extract Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is manually set in full open position for ground operations with engines not running, b) Valve is manually set in partially open position just prior to engine start, c) EXTRACT pb-sw is selected to OVRD just prior to engine start, and d) Airplane remains at or below FL 290 if dispatch is also combined with one air conditioning pack inoperative.		
26-03	Avionics Equipment Ventilation Underfloor Extract Valve	C	1	0	(M)(O) May be inoperative in closed position provided: a) EXTRACT pb-sw is selected to OVRD just prior to engine start, and b) Airplane remains at or below FL 290 if dispatch is also combined with one air conditioning pack inoperative.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
26-04	Avionics Equipment Ventilation Controller (AEVC)	C	1	0	(M) May be inoperative provided: a) Overboard valve is manually set in full open position, without deactivation, for ground operations with engines not running, b) OVRD function of the EXTRACT pb-sw operates normally, c) Underfloor extract valve is manually set in open position, without deactivation, and d) Overboard valve is manually set in closed position, without deactivation, before engine start.		
26-05	Cooling Effect Detector (CED)	C	1	0	(M) May be inoperative provided: a) Both cabin fans and both air conditioning packs operate normally, and b) Ventilation airflow through avionics racks is verified before each departure.		
26-06	EXTRACT pb-sw						
1)	FAULT Light	C	1	0			
2)	OVRD Light	C	1	0			
26-07	Indications on ECAM CAB PRESS Page						
1)	EXTRACT (Valve Position)	C	1	0			

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
26-08	Warning and Caution on ECAM E/WD						
1)	VENT BLOWING FAULT	C	1	0	(M) May be inoperative provided: a) Both cabin fans and both air conditioning packs operate normally, and b) Ventilation airflow through avionics racks is verified before each departure.		
27-01 ***	Avionics Equipment Ground Cooling System	D	1	0			
27-02 ***	Avionics Equipment Ground Cooling Skin Valve	D	1	0	(M) May be inoperative in closed position.		
28-01	Cargo Compartment Ventilation Controller						
1)	Channels	C	2	1	Deleted, Revision 17.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
28-02 ***	FWD Lower Deck Cargo Compartment Ventilation and Cooling						
1)	Extraction Fan	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: For live animal transportation, refer to the Live Animal Transportation Calculation tool (LATC).		
2)	Isolation Valves						
a)	A330-200, A330-300	C	3	0	(M)(O) May be inoperative provided affected valves are verified closed. NOTE: For live animal transportation, refer to the Live Animal Transportation Calculation tool (LATC).		
		C	3	0	(O) May be inoperative in open position provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		
						(Continued)	

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21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
28-02 ***	FWD Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)					
2)	Isolation Valves (Cont'd)					
b)	A330-200F	D	3	0	(M)(O) May be inoperative provided affected valves are verified closed.	
		C	3	0	(O) May be inoperative in open position provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Only apply the maintenance procedure when the valve is failed in open position.	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
						(Continued)

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Sequence No.	Item	1	2	3	4	Change Bar	
28-02 ***	FWD Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)						
3)	ISOL VALVES pb-sw						
a)	FAULT Light	C	1	0			
b)	OFF Light	C	1	0			
4)	Cargo Cooling System	D	1	0		(O) May be inoperative provided: a) COOLING selector is positioned OFF, and b) FWD CRG ISOL FAULT caution is not displayed on the EWD.	
		D	1	0		(M)(O) May be inoperative provided: a) COOLING selector is positioned OFF, and b) The cold air valve of the FWD LDCC is deactivated in the closed position.	
		NOTE: For live animal transportation, refer to the Live Animal Transportation Calculation tool (LATC).					

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21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
28-03 ***	AFT Lower Deck Cargo Compartment Ventilation and Cooling					
1)	Extraction Fan	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Isolation Valves					
a)	A330-200, A330-300	C	3	0	(M)(O) May be inoperative provided affected valves are verified closed.	
		C	3	0	(O) May be inoperative in open position provided procedures are established and used to ensure the AFT and BULK lower deck cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.						
(Continued)						

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FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: A330-200, A330-200F, A330-300		REVISION NO. 17 DATE: 04/05/2017		PAGE NO. 21-15			
MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
28-03 ***	AFT Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)						
	2) Isolation Valves (Cont'd)						
	b) A330-200 With Bulk Crew Rest Compartment (STC No. ST11686SE-T)	C	3	0	(M)(O) May be inoperative provided affected valves are verified closed.		
		C	3	0	(O) May be inoperative in open position provided procedures are established and used to ensure the AFT lower deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.		
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		
						(Continued)	

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AIRCRAFT: A330-200, A330-200F, A330-300		REVISION NO. 17 DATE: 04/05/2017		PAGE NO. 21-16			
MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
28-03 ***	AFT Lower Deck Cargo Compartment Ventilation and Cooling (Cont'd)						
2)	Isolation Valves (Cont'd)						
c)	A330-200F	D	2	0	(M)(O) May be inoperative provided affected valves are verified closed. NOTE: Only apply the maintenance procedure when the valve is failed in open position.		
		C	2	0	(O) May be inoperative in open position provided procedures are established and used to ensure AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		
3)	ISOL VALVES pb-sw						
a)	FAULT Light	C	1	0			
b)	OFF Light	C	1	0			

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AIRCRAFT:

A330-200, A330-200F, A330-300

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SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
28-04	BULK Cargo Compartment Ventilation					
1)	Extraction Fan	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: For live animal transportation, refer to the Live Animal Transportation Calculation tool (LATC).	
2)	Isolation Valves					
a)	A330-200, A330-300	C	2	0	(M)(O) May be inoperative provided affected valves are verified closed. NOTE: For live animal transportation, refer to the Live Animal Transportation Calculation tool (LATC).	
		C	2	0	(O) May be inoperative in open position provided procedures are established and used to ensure the AFT and the BULK lower deck cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
					(Continued)	

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FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: A330-200, A330-200F, A330-300		REVISION NO. 17 DATE: 04/05/2017		PAGE NO. 21-18		
MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
28-04	BULK Cargo Compartment Ventilation (Cont'd)					
2)	Isolation Valves (Cont'd)					
b)	A330-200F	D	2	0	(M)(O) May be inoperative provided affected valves are verified closed. NOTE: Only apply the maintenance procedure when the valve is failed in open position.	
		C	2	0	(O) May be inoperative in open position provided procedures are established and used to ensure the AFT and the BULK lower deck cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
3)	ISOL VALVES pb-sw					
a)	FAULT Light	C	1	0		
b)	OFF Light	C	1	0		

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FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: A330-200, A330-200F, A330-300		REVISION NO. 17 DATE: 04/05/2017		PAGE NO. 21-19			
MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
31-01	Automatic Cabin Pressure Control Systems (CPC, Outflow Valve AUTO Channels)						
1)	Without Mod. 53145/MP D44784	C	2	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Extended overwater flight is prohibited.		
a)	System 1	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Cabin pressure indications are available on ECAM CAB PRESS in manual mode, b) System 2 operates normally, and c) Extended overwater flight is prohibited.		
b)	System 2	C	1	0	(O) May be inoperative provided: a) Cabin pressure indications are available on ECAM CAB PRESS in manual mode, and b) System 1 operates normally.		

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FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT: A330-200, A330-200F, A330-300		REVISION NO. 17 DATE: 04/05/2017		PAGE NO. 21-20			
MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
31-01	Automatic Cabin Pressure Control Systems (CPC, Outflow Valve AUTO Channels) (Cont'd)						
2)	With Mod. 53145/MP D44784	C	2	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Extended overwater flight is prohibited.		
a)	System 1	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Manual Cabin Pressure Control System is verified to operate normally, b) System 2 operates normally, and c) Extended overwater flight is prohibited.		
b)	System 2	C	1	0	(M) May be inoperative provided: a) Manual Cabin Pressure Control System is verified to operate normally, and b) System 1 operates normally.		

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FEDERAL AVIATION ADMINISTRATION							
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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
31-02	Manual Cabin Pressure Control System (Outflow Valve MAN Channel. MAN V/S CTL Sel)						
1)	A330-200, A330-300	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.		
		C	1	0	(M) May be inoperative provided both automatic cabin pressure control systems are verified to operate normally before each flight.		
2)	A330-200F	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.		
		C	1	0	(M) May be inoperative provided: a) Both automatic cabin pressure control systems are verified to operate normally before each flight, and b) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible materials.		
31-03	Outflow Valves Automatic Motors	C	4	0	Deleted, Revision 9. (Included with item 21-31-01.)		

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AIRCRAFT: A330-200, A330-200F, A330-300		REVISION NO. 17 DATE: 04/05/2017		PAGE NO. 21-22			
MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
31-04	Safety Valves	C	2	1	(M) One may be inoperative in closed position provided: a) Both automatic cabin pressure control systems operate normally, and b) The three motors on each outflow valve operate normally.		
1)	With Mod. 48980	C	3	2	(M) One may be inoperative in closed position provided: a) Both automatic cabin pressure control systems operate normally, and b) The three motors on each outflow valve operate normally.		
31-05	Landing Elevation Selection						
1)	Auto Function	C	1	0	(O) May be inoperative provided LDG ELEV is set manually.		
31-06	MODE SEL pb-sw FAULT Light	C	1	0			
31-07	Negative Relief Valve	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
43-01 ***	Forward Cargo Compartment Heating	D	1	0	(O) May be inoperative provided: a) FWD temperature selector is positioned COLD, and b) On the COND SD page, the FWD trim air valve arrow indicates C.		
					NOTE: For live animal transportation, refer to the Live Animal Transportation Calculation tool (LATC).		
		D	1	0	(M)(O) May be inoperative provided: a) FWD temperature selector is positioned COLD, and b) The FWD trim air valve is deactivated in the closed position.		
					NOTE: For live animal transportation, refer to the Live Animal Transportation Calculation tool (LATC).		
43-02 ***	Bulk Cargo Compartment Heating	C	1	0	(O) May be inoperative provided the BULK HOT AIR pb-sw is selected OFF.		
					NOTE: For live animal transportation, refer to the Live Animal Transportation Calculation tool (LATC).		
		D	1	0	(M)(O) May be inoperative provided fan heater is deactivated.		
					NOTE: For live animal transportation, refer to the Live Animal Transportation Calculation tool (LATC).		
43-03 ***	AFT Lower Deck Cargo Heating System (A330-200F)	D	1	0	(M)(O) May be inoperative provided that the associated trim air valve is deactivated in the closed position.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
43-04 ***	Fwd/Aft/Bulk Cargo Compartment Heating Indications on ECAM Page						
1)	CRUISE Page (A330-200, A330-300)	D	-	0	May be inoperative provided the associated cargo compartment heating is considered inoperative.		
2)	COND Page (A330-200F)	D	-	0	May be inoperative provided the associated cargo compartment heating is considered inoperative.		
51-01	Pack Flow Control Valves	C	2	1	(M) One may be inoperative provided: a) Valve is secured closed, and b) Associated air conditioning pack is considered inoperative.		
		C	2	0	(M)(O) May be inoperative provided: a) Valve is secured closed, b) Flight is conducted in an unpressurized configuration, and c) Flight is conducted with no passengers on board.		
51-02	Pack Flow Selection						
1)	Manual Selection (Aircraft With PW 4000 Engines, RR TRENT Engines, and GE CF6-80E1 Series Engines With Mod. 56554)	C	1	0			
2)	Manual Selection (Aircraft With GE CF6-80E1 Series Engines Without Mod. 56554)	C	1	0	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM	1. REPAIR CATEGORY				
			2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING							
Sequence No.	Item		1	2	3	4	Change Bar
51-03	PACK 1(2) pb-sw						
1)	FAULT Lights		C	2	0		
2)	OFF Lights		C	2	0		
51-04	Indications on ECAM						
1)	BLEED Page		C	-	-	Pack related indications may be inoperative.	
2)	CAB PRESS Page		C	-	-	Pack 1 and 2 indications may be inoperative.	

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AIRCRAFT: A330-200, A330-200F, A330-300		REVISION NO. 17 DATE: 04/05/2017		PAGE NO. 21-26		
MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
52-01	Air Conditioning Packs	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 350 (A330-200, A330-200F) or FL 370 (A330-300), b) Pack controller associated with the non-affected air conditioning pack operates normally on both channels, c) Affected PACK pb-sw is selected OFF and associated pack flow control valve is verified closed on ECAM BLEED or CAB PRESS page, and d) Speed brakes operate normally.	
		C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) Pack controller associated with the non-affected air conditioning pack operates normally on both channels, and c) Affected PACK pb-sw is selected OFF and associated pack flow control valve is verified closed on ECAM BLEED or CAB PRESS page.	
		C	2	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Flight is conducted with no passengers on board.	
1)	Air Cycle Machine	C	2	1	(O) One pack may be operated on heat exchanger cooling only (PACK 1(2) IN BY-PASS MODE) provided: a) Affected air conditioning pack is not operated until airborne and the TAT is below 12 degrees C, and b) Affected pack outlet temp indication is available on ECAM BLEED page.	

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
53-01	Pack Controllers						
1)	Channels	C	4	2	One may be inoperative on each pack controller.		
		C	4	2	Both may be inoperative on one pack controller provided the associated air conditioning pack is considered inoperative.		
53-02	Bypass Valves (Without Mod. 55313 or Mod. 55514)	C	2	0	(M) May be inoperative in closed position provided air cycle machine of associated air conditioning pack operates normally.		
53-03	Temperature Control Valves	C	2	1	May be inoperative provided pack controller of other air conditioning pack operates normally.		

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		MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
53-04	Air Conditioning Ram Air Inlet/Outlet Flaps	C	4	0	(M)(O) May be inoperative in open position.		
		C	4	2	(O) One or two flaps may be inoperative on the same side provided the associated air conditioning pack is considered inoperative.		
		C	4	0	(O) May be inoperative on both sides provided: a) Flight is conducted in an unpressurized configuration, and b) Flight is conducted with no passengers on board.		
53-05	Indications on ECAM BLEED page						
1)	Temperature Control Valve Position	C	2	0			
55-02	Indications on ECAM BLEED Page						
1)	RAM AIR	C	1	0			
63-01	Zone Controller						
1)	Channels	C	2	1			

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FEDERAL AVIATION ADMINISTRATION							
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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
63-02	Trim Air Valves						
1)	A330-200, A330-300	C	7	0	(O) May be inoperative provided the closure function of the associated pack flow control valve is checked to operate normally on the ECAM BLEED page before each flight.		
		C	7	0	May be inoperative provided the associated pack flow control valve is considered inoperative.		
		C	7	-	(M) Trim air valves associated with the temperature control of the economy class may be inoperative provided it is deactivated in the closed position.		
2)	A330-200F	C	6	0	(O) May be inoperative provided the closure function of the associated pack flow control valve is checked to operate normally on the ECAM BLEED page before each flight.		
		C	6	0	May be inoperative provided the associated pack flow control valve is considered inoperative.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
63-03	Hot Air Valves	C	2	0	(O) May be inoperative provided the closure function of the associated pack flow control valve is verified to operate normally on the ECAM BLEED page before each flight.		
		C	2	0	May be inoperative provided the associated pack flow control valve is considered inoperative.		
63-04	Hot Air X Valve	C	1	0			
63-05	HOT AIR 1(2) pb-sw						
1)	FAULT Lights	C	2	0	May be inoperative provided zone duct temperature indications are available on ECAM.		
2)	OFF Lights	C	2	0			
63-06	Cabin and Cockpit Zone Indications on ECAM						
1)	COND Page	C	-	0			
2)	CRUISE Page	C	-	0			
63-07	Main Deck Cargo Cooling System (A330-200F)	D	1	0	(O) May be inoperative.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
10-01	Autopilot Systems	C	2	1	One may be inoperative provided approach minimums do not require its use.		
		B	2	0	May be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require their use, and c) Number of flight segments and segment duration is acceptable to flightcrew. NOTE: Any mode which operates normally may be used.		
10-02	Flight Director Systems	C	2	0	(O) May be inoperative provided operations or procedures do not require their use.		
10-03	Take Over pb-sw						
1)	AP Disconnect Function Only	C	2	1	One may be inoperative provided: a) Autopilots are not utilized below 1,500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) Priority function is verified to operate normally before each departure.		
		B	2	0	May be inoperative provided: a) Both autopilots are not used, and b) Priority function is verified to operate normally before each departure.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
10-04	AUTOLAND Lights	C	2	0	May be inoperative provided approach minimums do not require use of autoland.		
10-05	AP Disengagement Warning System	B	1	0	May be inoperative provided both autopilots are not used.		
10-06	Sticks and Rudder Pedals Locking Solenoids in AP Mode	C	3	2	One may be inoperative unlocked provided: a) Approach minimums do not require its use, and b) No autoland is performed.		
30-01	Autothrust Function	C	1	0	(M) Except for ER operations beyond 180 minutes, may be inoperative provided: a) All thrust lever sensors are verified to operate normally, and b) Approach minimums do not require its use. NOTE: Alpha floor is not available with autothrust function inoperative.		
30-02	Autothrust Instinctive Disconnect Switches	B	2	1	(M) One may be inoperative provided ability to disconnect A/THR by means of remaining Instinctive Disconnect Pb and by FCU A/THR Pb is verified prior to each departure.		
30-03	Autothrust Disengagement Warning System	C	1	0	(O) May be inoperative provided autothrust is disconnected and considered inoperative.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
66-03	Windshear Warning and Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.		
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.		
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.		
72-01	Lateral Navigation	C	2	1	(O) One may be inoperative provided: a) Operations or procedures do not require its use, and b) One NAV B/UP function is verified to operate normally.		
72-02	IRS (and GPS) Initialization	C	2	1			
72-03	Nav aids Selection and Tuning	C	2	1			
73-01	Performance Information and Vertical Navigation	C	2	0	May be inoperative provided operations or procedures do not require their use.		
73-02	Fuel/Time Prediction	C	2	0			
73-05	Navigation Database				Deleted, Revision 7. (See item 34-61-01, ILS.)		

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
75-01	SWITCHING Panel						
1)	FM Selector						
a)	NORM Position	C	1	0	May be inoperative provided: a) The intended flight does not require dual FM capability or NAV B/UP function, and b) Lateral navigation can be displayed on at least one ND unit.		
b)	BOTH ON 1, BOTH ON 2 Positions	C	2	0	May be inoperative provided: a) Selector operates normally in NORM position, and b) Lateral navigation can be displayed on at least one ND unit.		
75-02	MCDU Switching Function of BRT Knob	C	2	0	May be inoperative provided other functions of MCDU 1 and MCDU 2 operate normally.		

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				4. REMARKS OR EXCEPTIONS			
22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
81-01	Autoflight Control Panel						
1)	Mode Engagement pb						
a)	LOC	C	1	0	May be inoperative provided approach minimums do not require its use.		
b)	ALT	C	1	0	May be inoperative provided crew procedures do not require its use.		
c)	APPR	C	1	0	May be inoperative provided approach minimums do not require its use.		
2)	Selection Windows	C	4	0	May be inoperative provided: a) Associated indications operate normally on both PFDs and both NDs, and b) Inoperative windows are blank or masked.		
3)	HDG-V/S TRK-FPA Change Over pb	C	1	0	May be inoperative provided: a) HDG-V/S selection operates normally, and b) Crew procedures do not require its use.		
4)	SPD/MACH Change Over pb	C	1	0	May be inoperative provided SPD selection operates normally.		
5)	METRIC ALT pb	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		
6)	Engagement pb Light Bars	D	6	0	May be inoperative provided associated indication is available on both PFDs.		
7)	V/S FPA Selection Knob	C	1	0	May be inoperative provided procedures do not require its use.		
8)	V/S FPA Push To Level Off Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
81-02	EFIS Control Panel						
1)	Baro Reference Display Windows	C	2	0	May be inoperative provided associated indications operate normally on both PFDs.		
2)	Baro Reference Sel						
a)	Outer Ring (in Hg/hPa)	C	2	0	May be inoperative provided required units for the intended flight is available on both EFIS control panels.		
3)	LS pb	C	2	0	May be inoperative provided approach minimums do not require their use.		
4)	Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb	C	10	2	May be inoperative provided: a) Operations or procedures do not require their use, and b) One ARPT and one CSRT pb are available on either side.		
5)	ND Range Sel	C	2	1	One may be inoperative provided off side ND unit operates normally.		
6)	ND Mode Sel	C	2	1	One may be inoperative provided: a) Off side ND unit operates normally, and b) Procedures do not require its use.		
7)	ADF/VOR Sel	C	4	-	As required by 14 CFR.		
8)	Display pb Light Bars	D	14	0	May be inoperative provided associated indication is available on associated PFD or ND.		

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
82-01	Multipurpose Control And Display Units (MCDU)						
1)	MCDU (With Mod. 47457/ MP S14273 or Mod. 47462/ MP S14275 or Mod. 48765/ MP S14270 or Mod. 48766/ MP S14271 or Mod. 51138/ MP S16696 or Mod. 51139/ MP S16697)	C	3	2	(O) MCDU 2 or 3 may be inoperative provided operations or procedures do not require its use.		
		C	3	1	(O) MCDU 2 and 3 may be inoperative provided: a) Operations and procedures do not require two MCDUs, or b) Flight remains within radio navaid coverage.		
2)	Deleted, Revision 13						
3)	Deleted, Revision 13						
4)	Deleted, Revision 13						
5)	NAV B/UP Function	C	2	0			
6)	ATC COMM Page Keys	D	3	0			

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22. AUTOFLIGHT						
Sequence No.	Item	1	2	3	4	Change Bar
83-01	Flight Management Guidance and Envelope Computers (FMGEC)	A	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Alternate procedures are established and used, b) Departure and destination airport weather is at and forecast to remain within VFR minimums for proposed departure and arrival times, and c) Repairs are made within three flight legs. NOTE 1: (Without Mod. 53919/ MP S15891) If FMGEC 1 is inoperative, the Terrain function of the TAWS is inoperative. NOTE 2: If GPS associated with the operative FMGEC is inoperative, the ADS-B Squitter Transmissions are also inoperative.	

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22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
83-02	FMA Indications on PFD						
1)	AP/FD Related Indications	C	-	-	Indications may be inoperative on PNF side FMA.		
		C	-	0	Indications may be inoperative on both FMAs provided Autopilot and Flight Director are not used.		
2)	A/THR Related Indications	A	-	-	Indications may be inoperative on PNF side FMA provided repairs are made within 3 flight days.		
		C	-	0	(O) Indications may be inoperative on both FMAs provided autothrust is disconnected and considered inoperative.		
3)	Approach and Landing Capabilities	C	-	-	(O) Indications may be inoperative on PNF side FMA provided: a) Approach minimums do not require their use, and b) Alternate procedures are developed and used.		
		C	-	0	Indications may be inoperative on both FMAs provided approach minimums, operations, or procedures do not require their use.		

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01	High Frequency (HF) Communication Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.		
		C	2	1	(O) May be inoperative while conducting operations that require two LRCS provided that: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.		
12-01	VHF Systems	D	3	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an Essential Bus and not required for emergency procedures.		
24-01 ***	ACARS	D	1	0	May be inoperative provided operations or procedures do not require its use.		

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23. COMMUNICATIONS						
Sequence No.	Item	1	2	3	4	Change Bar
28-01 ***	Satellite Communication (SATCOM) System	C	1	0	(O) Except for ER operations beyond 180 minutes, may be inoperative provided alternate procedures are established and used.	
		D	1	0	Except for ER operations beyond 180 minutes, may be inoperative provided operations or procedures do not require its use.	
	1) Voice Channels	C	-	0	(O) Except for ER operations beyond 180 minutes, may be inoperative provided alternate procedures are established and used.	
		D	-	0	Except for ER operations beyond 180 minutes, may be inoperative provided operations or procedures do not require its use.	
	2) Data Channel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided operations or procedures do not require its use.	

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				4. REMARKS OR EXCEPTIONS			
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
31-01	Passenger/ Supernumerary Address System (PA)						
1)	A330-200, A330-300	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operate normally may be used.		
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.		
	a) Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.		
2)	A330-200F	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		
	a) Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
32-01 ***	Prerecorded Announcement and Music Reproducer (PRAM)	C	1	0	(O) May be inoperative provided alternate procedures are developed and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		
42-01	Cockpit to Ground Crew Call System						
1)	MECH Call/COCKPIT Call	C	1	0	(O) Cockpit to ground or ground to cockpit calls may be inoperative provided alternate procedures are developed and used.		
2)	Ground External Horn	C	1	0	(O) May be inoperative provided: a) Personnel are available to monitor APU, and b) The ventilation of the pack bay and avionics compartment is monitored from the cockpit when the aircraft is powered on ground.		
		C	1	0	(O) May be inoperative provided: a) The ventilation of the pack bay and avionics compartment is monitored from the cockpit when the aircraft is powered on ground, and b) Alternate procedures are developed and used.		

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23. COMMUNICATIONS						
Sequence No.	Item	1	2	3	4	Change Bar
43-01	Crewmember Interphone System(s)					
1)	Flight Deck to Ground, Ground to Flight Deck Functions					
a)	Flight Interphone	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Service interphone jack at external power panel location operates normally.	
		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
b)	Service Interphone Jacks	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight interphone jack at external power panel location operates normally.	
		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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		4. REMARKS OR EXCEPTIONS			
23. COMMUNICATIONS					
Sequence No.	Item	1	2	3	4
43-01	Crewmember Interphone System(s) (Cont'd)				
	2) Flight Deck to Cabin/Supernumerary Compartment, Cabin/Supernumerary Compartment to Flight Deck Functions				
a)	A330-200, A330-300	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, b) Flight deck to cabin and cabin to flight deck interphone function operates normally at one door for each pair of exit doors, and c) Alternate communication procedures between the affected flight attendant stations are established and used.
		C	1	0	NOTE: Any station function(s) that operate normally may be used. (O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.
					NOTE: Any station function(s) that operate normally may be used.
(Continued)					

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
43-01	Crewmember Interphone System(s) (Cont'd)						
2)	Flight Deck to Cabin/Supernumerary Compartment, Cabin/Supernumerary Compartment to Flight Deck Functions (Cont'd)						
b)	A330-200F	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		
3)	Cabin to Cabin Function (A330-200, A330-300)	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, b) Cabin to cabin interphone function operates normally at one door for each pair of exit doors, and c) Alternate communication procedures between the affected flight attendant stations are established and used.		
					NOTE: Any station function(s) that operate normally may be used.		
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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Crewmember Interphone System(s) (Cont'd)					
4)	Bulk Crew Rest Compartment Cabin Interphone Function (With STC No. ST11686SE-T)	C	1	0	(O) May be inoperative provided alternate procedures are developed and used.	
		D	1	0	(M)(O) May be inoperative provided the Bulk Crew Rest Compartment is considered inoperative.	
5)	Handset System(s)					
a)	Flight Deck Handset	D	1	0	May be inoperative provided operations/procedures do not require its use.	
i)	A330-200, A330-300	C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
ii)	A330-200F	C	1	0	May be inoperative provided flight deck to supernumerary compartment communication operates normally.	
					(Continued)	

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Crewmember Interphone System(s) (Cont'd)					
5)	Handset System(s) (Cont'd)					
b)	Cabin Attendant Handsets (A330-200, A330-300)	B	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> a) 50% of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communication procedures between the affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement. NOTE 2: Any handset function(s) that operate normally may be used.	
(Continued)						

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23. COMMUNICATIONS						
Sequence No.	Item	1	2	3	4	Change Bar
43-01	Crewmember Interphone System(s) (Cont'd)					
5)	Handset System(s) (Cont'd)					
c)	Supernumerary Handset (A330-200F)	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
					NOTE: Any handset function(s) that operate normally may be used.	
		D	-	0	All may be inoperative provided the supernumerary compartment remains unoccupied.	
d)	Crew Rest Compartment Handset	C	-	0	(O) May be inoperative provided: a) One loudspeaker is operative in the associated crew rest compartment, and b) Alternate procedures are established and used.	
e) ***	Lower Deck Cabin Crew Rest Compartment Handset	C	-	0	(O) May be inoperative provided alternate procedures are developed and used.	
		D	-	0	May be inoperative provided lower deck cabin crew rest compartment is considered inoperative.	
						(Continued)

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
43-01	Crewmember Interphone System(s) (Cont'd)						
5)	Handset System(s) (Cont'd)						
f) ***	Bulk Crew Rest Compartment Handset (With STC No. ST11686SE-T)	C	5	0	(O) May be inoperative provided alternate procedures are developed and used.		
		D	5	0	May be inoperative provided lower deck cabin crew rest compartment is considered inoperative.		
i)	Pilot Area Handset	C	3	1	Two may be inoperative in the pilot area.		
ii)	Flight Attendant/ Common Area Handset	C	2	1	One may be inoperative in either the flight attendant or common area.		
g)	Lower Deck Mobile Crew Rest Handset (With STC No. ST02440SE)	C	2	0	(O) May be inoperative provided alternate procedures are developed and used.		
		D	2	0	May be inoperative provided Lower Deck Mobile Crew is locked closed and not used.		
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23. COMMUNICATIONS

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43-01	Crewmember Interphone System(s) (Cont'd)					
6)	Alerting System (Chime/Light)					
a)	ATT Call Lights (Flight Deck Call Lights/ CAPT and F/O ACP)					
i)	A330-200, A330-300	B	2	0	May be inoperative provided the flight deck buzzer is operative. NOTE: The flight deck buzzer must always be operative.	
ii)	A330-200F	B	2	0	May be inoperative provided the flight deck buzzer is operative.	
		D	2	0	May be inoperative provided supernumerary compartment remains unoccupied.	
					(Continued)	

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23. COMMUNICATIONS					
Sequence No.	Item	1	2	3	4
43-01	Crewmember Interphone System(s) (Cont'd)				
6)	Alerting System (Chime/Light) (Cont'd)				
b)	Cabin Attendant/Supernumerary Compartment Call Light System				
i)	A330-200, A330-300	B	1	0	(O) May be inoperative provided: a) Passenger address (PA) system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures are established and used. NOTE 1: Passenger to attendant call light system is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.
(Continued)					

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MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS						
Sequence No.	Item	1	2	3	4	Change Bar
43-01	Crewmember Interphone System(s) (Cont'd)					
6)	Alerting System (Chime/Light) (Cont'd)					
b)	Cabin Attendant/Supernumerary Compartment Call Light System (Cont'd)					
ii)	A330-200F	B	1	0	May be inoperative provided: a) Supernumerary address (PA) system operates normally, and b) Alternate procedures are established and used. NOTE 1: Lavatory to supernumerary compartment call light system is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
		D	1	0	May be inoperative provided supernumerary compartment remains unoccupied.	
						(Continued)

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FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: A330-200, A330-200F, A330-300		REVISION NO. 17a DATE: 08/15/2017		PAGE NO. 23-15		
MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS						
Sequence No.	Item	1	2	3	4	Change Bar
43-01	Crewmember Interphone System(s) (Cont'd)					
6)	Alerting System (Chime/Light) (Cont'd)					
c)	Cabin Attendant/Supernumerary Compartment Chime System					
i)	A330-200, A330-300	B	-	0	(O) May be inoperative provided: a) Passenger address (PA) system operates normally, b) If affected chime is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures for are established and used. NOTE 1: Passenger to attendant chime system is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
						(Continued)

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AIRCRAFT: A330-200, A330-200F, A330-300		REVISION NO. 17a DATE: 08/15/2017		PAGE NO. 23-16			
MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
43-01	Crewmember Interphone System(s) (Cont'd)						
6)	Alerting System (Chime/Light) (Cont'd)						
c)	Cabin Attendant/Supernumerary Compartment Chime System (Cont'd)						
ii)	A330-200F	B	1	0	May be inoperative provided: a) Supernumerary address (PA) system operates normally, and b) Alternate procedures are established and used. NOTE 1: Any audio alerting system function(s) that operates normally may be used. NOTE 2: Lavatory to supernumerary compartment chime system is considered Non-Essential Equipment and Furnishing (NEF).		
		D	1	0	May be inoperative provided supernumerary compartment remains unoccupied.		
7) ***	ATTND ADV Light System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
51-01	SELCAL	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		
51-02	Audio Control Panel (ACP)						
1)	CAPT and F/O	C	2	1	(O) One may be inoperative provided: a) ACP 3 operates normally, and b) AUDIO SWITCHING selector operates normally.		
2)	ACP 3				See item 25-11-06 1), Primary Observer Seat, for relief.		
3) ***	Fourth Occupant	D	1	0			
4) ***	Avionics Compartment	D	1	0			
5)	Transmission Key(s)	C	-	-	One may be inoperative on each ACP provided: a) VHF 1 transmission key operates normally on either CAPT ACP or F/O ACP, and b) HF 1 transmission key (If HF is required) operates normally on either CAPT ACP or F/O ACP.		
6)	Reception Knob(s)	C	-	-	One may be inoperative on each ACP provided: a) VHF 1 reception knob operates normally on either CAPT ACP or F/O ACP, and b) HF 1 reception knob (If HF is required) operates normally on either CAPT ACP or F/O ACP.		
7)	Reception Knob Lights	C	-	0			

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
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		4. REMARKS OR EXCEPTIONS					
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
51-03	SWITCHING Panel						
1)	AUDIO Selector	C	1	0			
51-04	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.		
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, b) Flight Data Recorder (FDR) operates normally, and c) Repairs are made within 3 flight days.		
2)	Headset Earphones/ Headphones	C	-	1	Either Captain's or First Officer's earphone/headphones may be inoperative provided associated flight deck speaker operates normally.		
51-05	Hand Microphone Systems						
1)	Captain and First Officer	C	2	0	May be inoperative provided associated boom microphone operates normally.		
2)	Observer Seats/ Avionics Compartment	D	-	0	May be inoperative provided procedures do not require their use.		
51-06	Cockpit Loudspeakers	C	2	1	One may be inoperative provided associated headset earphones or headphones are installed and operate normally.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
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				4. REMARKS OR EXCEPTIONS			
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
51-07	Side Stick Radio Selector (PTT)	C	2	0	May be inoperative in open position provided INT/RAD switches on CAPT ACP, F/O ACP, and ACP3 operate normally.		
		C	2	0	(M) May be inoperative provided: a) INT/RAD switches on CAPT ACP, F/O ACP, and ACP3 operate normally, and b) Affected switch is deactivated in open position.		
70-01 ***	Emergency Evacuation Signaling System	C	1	0	(O) May be inoperative provided alternate procedures are developed and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		
71-01	Cockpit Voice Recorder System (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.		
1) ***	Independent Power Source	C	1	0			
72-01 ***	Cockpit Door Surveillance System (CDSS)	D	1	-	Any in excess of those required by 14 CFR may be inoperative.		

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SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
73-01	Cabin Intercommunication Data System (CIDS)						
1)	DEU A						
a)	Loudspeakers (Cabin)	C	-	-	One or more may be inoperative and passengers may be carried provided: a) Passenger Address System operates normally, and b) No seat may be occupied from which a passenger cannot clearly hear a passenger address announcement.		
		B	-	-	One or more may be inoperative provided Passenger Address System is considered inoperative.		
b) ***	Loudspeakers (Lower Deck Cabin Crew Rest Compartment)	D	-	0	(O) May be inoperative provided alternate procedures are developed and used.		
c) ***	Loudspeakers (Lower Deck Facilities)	C	-	0	(O) May be inoperative provided alternate procedures are developed and used.		
d) ***	Loudspeakers (Bulk Crew Rest Compartment) (With STC No. ST11686SE-T)	D	3	1	Two speakers may be inoperative provided the speaker on the auxiliary panel is operational.		
		D	3	0	(O) May be inoperative provided: a) Flight deck to cabin communications operates normally, and b) Alternate procedures are developed and used.		
(Continued)							

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MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS						
Sequence No.	Item	1	2	3	4	Change Bar
73-01	Cabin Intercommunication Data System (CIDS) (Cont'd)					
1)	DEU A (Cont'd)					
e)	Main Deck Cargo Loudspeaker and Indicator Box (LIB)					
i)	A330-200F Without Mod. 200261 (No access to Main Deck Cargo During Flight)	C	8	0	(O) One or more may be inoperative.	
ii)	A330-200F With Mod. 200261 (Access to Main Deck Cargo During Flight)	C	12	11	(O) One may be inoperative provided that all MDCC Leave Compartment Signs are operative.	
		C	12	0	(O) One or more may be inoperative provided that access to the MDCC during flight is not authorized.	
f)	Loudspeakers (Lower Deck Mobile Crew Rest) (With STC No. ST02440SE)	D	2	0	(O)May be inoperative provided alternate procedures are developed and used.	
(Continued)						

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SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
73-01	Cabin Intercommunication Data System (CIDS) (Cont'd)					
2)	DEU B					
a)	Cabin Attendant Stations	C	-	-	(O) One or more at stations designated as not required by 14 CFR may be inoperative provided alternate procedures are developed and used.	
b) ***	Lower Deck Cabin Crew Rest Compartment Attendant Indication Panel (AIP)	D	1	0		
c) ***	Lower Deck Facilities Cabin Attendant Station	C	-	1	One or more may be inoperative provided at least one handset is operative.	
d)	Lower Deck Mobile Crew Rest Attendant Indication Panel (AIP) (With STC No. ST02440SE)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Cabin Assignment Module (CAM)	C	1	0		
					(Continued)	

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
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				4. REMARKS OR EXCEPTIONS			
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
73-01	Cabin Intercommunication Data System (CIDS) (Cont'd)						
4) ***	Emergency Cockpit Alerting System (ECAS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	-	0	May be inoperative provided operations or procedures do not require its use.		
5)	Attendant Indication Panels (AIP)						
a)	A330-200, A330-300	C	-	0	May be inoperative at non-required cabin attendant stations.		
		C	-	0	(O) May be inoperative at required cabin attendant stations provided: a) Corresponding Area Call Panel operates normally, b) Passenger address and cabin interphone at affected station operate normally, and c) Alternate procedures are established and used.		
b)	A330-200F	C	-	0	May be inoperative.		
6)	Area Call Panel (ACP) (A330-200, A330-300)	C	-	0	May be inoperative at non-required cabin attendant stations.		
		C	-	0	(O) May be inoperative at required cabin attendant stations provided: a) Corresponding Attendant Indication Panel operates normally, b) Passenger address and cabin interphone at affected station operate normally, and c) Alternate procedures are established and used.		

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[illegible]

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
73-02	Forward/Flight Attendant Panel (FAP)	C	-	0	(M)(O) May be inoperative provided: a) Associated FAP functions are considered inoperative, and b) Alternate procedures are established and used. NOTE: EMER pb must always be operative.	
1)	Cabin Lighting Control on FAP	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2) ***	Prerecorded Announcement and Music Reproducer Control on FAP	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) ***	Cabin Ready on FAP	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
4) ***	EVAC CMD on FAP	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
5)	Slide Bottle Pressure Indication on FAP					
a)	A330-200, A330-300	C	8	0	(O) May be inoperative provided alternate procedures are used to verify affected slide bottle pressure prior to first departure of each day.	
b)	A330-200F	C	2	0	(O) May be inoperative provided alternate procedures are used to verify affected slide bottle pressure prior to first departure of each day.	
					(Continued)	

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				2. NUMBER INSTALLED			
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				4. REMARKS OR EXCEPTIONS			
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
73-02	Forward/Flight Attendant Panel (FAP) (Cont'd)						
6)	Door Bottle Pressure Indication on FAP						
a)	A330-200, A330-300	C	8	0	(O) May be inoperative provided bottle pressure at each affected door is verified prior to first departure of each day.		
b)	A330-200F	C	2	0	(O) May be inoperative provided bottle pressure at each affected door is verified prior to first departure of each day.		
7)	Other Indications on FAP	D	-	0			
8)	Cabin Items Indicated by FAP Related Class 1 Messages (Not Listed in MMEL)		-	-	CIDS/FAP messages displayed without associated Cockpit Effect that are not associated with an MMEL item do not require MEL entry.		

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				2. NUMBER INSTALLED			
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				4. REMARKS OR EXCEPTIONS			
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
81-01	Radio Management Panels (RMP)						
1)	RMP 1						
a)	Radio Comm. Selection Keys	C	6	5	One key may be inoperative except HF 1 key (if required) and VHF 1 key.		
2)	RMP 2 and 3	C	2	1			
82-01	Wheelchair Accessible Lavatory				Deleted, Revision 14.		

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				4. REMARKS OR EXCEPTIONS			
24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
22-01	AC Main Generation (IDG, GCU, Line Contactor)	B	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) All busses can be powered, c) Indications for the remaining AC main generation and AC auxiliary generation operate normally, d) There is no ELEC IDG 1(2) OIL SYS FAULT caution associated with IDG of the operative AC main generation displayed on ECAM E/WD, e) There is no FUEL APU AFT PUMP FAULT caution displayed on ECAM E/WD, f) Automatic switching of essential electrical network power supply from AC BUS 1 to AC BUS 2 is checked operative daily when AC main generation 2 is inoperative, g) APU aft fuel pump shedding in land recovery configuration is checked operative weekly, and h) Operator ensures that APU oil quantity is adequate for the intended flight.		

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		4. REMARKS OR EXCEPTIONS				
24. ELECTRICAL POWER						
Sequence No.	Item	1	2	3	4	Change Bar
22-02	ELEC IDG 1(2) OIL SYS FAULT Caution on ECAM EWD	C	2	1	(M) One may be displayed provided: a) Associated IDG oil circuit is verified to be operational prior to each departure, and b) Sight glass is verified to show correct oil level on associated IDG.	
		B	2	1	(M)(O) One may be displayed provided: a) Associated IDG is disconnected, b) Associated IDG is completely drained in the case of evidence of oil leakage, and c) Associated AC main generation is considered inoperative.	
23-01	AC Auxiliary Generation (APU Generator, GCU, Line Contactor)	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided the APU is not used.	
		C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) The failure is not mechanically related, and b) The APU GEN pb-sw is selected OFF.	
		C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided the AC Auxiliary Generation is deactivated or removed.	

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		2. NUMBER INSTALLED					
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		4. REMARKS OR EXCEPTIONS					
24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
25-01	AC ESS FEED Control						
1)	Automatic Transfer to AC BUS 2	C	1	0	(O) May be inoperative provided: a) AC ESS FEED pb-sw is selected NORM, and b) The three DC tie contactors are operative.		
2)	Manual Transfer to AC BUS 2 (ALTN Function)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) AC ESS FEED pb-sw is selected NORM, and b) The three DC tie contactors are operative.		
26-01	Galley Supply System						
1)	Automatic	C	1	0	May be inoperative provided GALLEY pb-sw and GALLEY FAULT light in the cockpit operate normally.		
2)	Manual	C	1	0	(M)(O) May be inoperative provided commercial load system operates normally.		
3)	Automatic and Manual	C	2	0	(M) May be inoperative provided all galley loads are disconnected.		
26-02	COMMERCIAL Supply System	C	1	0			

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				4. REMARKS OR EXCEPTIONS			
24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
27-01	AC Generation Monitoring and Indicating System						
1)	IDG						
a)	FAULT Lights	C	2	1	One may be inoperative provided associated IDG indications are available on ECAM ELEC AC page.		
b)	OFF Light	C	2	0			
2)	GEN/APU GEN						
a)	FAULT Light	C	3	1	One GEN and/or APU GEN FAULT light may be inoperative provided associated generator indications are available on ECAM ELEC AC page.		
b)	OFF Light	C	3	0			
3)	AC ESS FEED						
a)	FAULT Light	C	1	0	May be inoperative provided AC ESS bus indication is available on ECAM ELEC AC page.		
b)	ALTN Light	C	1	0	May be inoperative provided AC ESS bus indication is available on ECAM ELEC AC page.		
4)	BUS TIE OFF Light	C	1	0			
(Continued)							

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				4. REMARKS OR EXCEPTIONS			
24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
27-01	AC Generation Monitoring and Indicating System (Cont'd)						
5)	GALLEY						
a)	FAULT Light	C	1	0	(M) May be inoperative provided: a) AC load indication for each generator channel is available on ECAM ELEC AC page, and b) Automatic shedding operates normally.		
b)	OFF Light	C	1	0			
6)	EMER GEN FAULT Light	C	1	0			
7)	COMMERCIAL OFF Light	C	1	0			
8)	LAND RECOVERY ON Light	C	1	0			
9)	Indications on ECAM ELEC AC Page	C	-	-	(M) One or more indications related to one AC main generation may be inoperative provided: a) ELEC GEN 1(2) FAULT caution associated with affected AC main generation operates normally, and b) Automatic shedding operates normally.		
a)	APU GEN Parameters	C	-	0	Except for ER operations beyond 120 minutes, may be inoperative provided both AC main generations are operative.		

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27-02	Warning and Caution on ECAM E/WD						
1)	ELEC IDG DISCONNECTED	C	2	1	(O) One may be inoperative (confirmed false indication) as displayed on ECAM E/WD.		
		B	2	1	May be displayed on ECAM E/WD provided the associated AC main generation is considered inoperative.		
29-01	Electrical Contactor Management Unit (ECMU)						
1)	Indicating Functions	C	2	1	(M) One may be inoperative provided the AC and DC transfer functions are verified to operate normally.		
32-01	DC Main Generation (APU TR)	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative. NOTE: The APU is considered inoperative for in-flight start. Deleted, Revision 16.		
35-01	DC Bus Tie Contactor 1PC2 (DC BUS 2 - DC BATT BUS)	C	1	0	May be inoperative in open position.		

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Sequence No.	Item	1	2	3	4	Change Bar	
37-01	DC Generation Monitoring and Indicating						
1)	BAT						
a)	FAULT Lights	C	3	0	May be inoperative provided ELEC DC ECAM indication operates normally.		
b)	OFF Lights	C	3	0			
2)	Indications on ECAM ELEC DC Page	C	-	0			
38-01	Battery DC Generation						
1)	Battery	C	3	2	(O) APU battery may be inoperative provided APU starting using AC power is verified to operate normally.		
		C	3	2	(O) APU battery may be inoperative provided APU is not used.		
2)	Battery Charge Limiter (BCL)	C	3	2	(O) APU battery charge limiter may be inoperative provided APU battery is not used.		
3)	Battery Voltage Indication	C	3	0	May be inoperative provided associated voltage indication is available on ECAM <u>ELEC DC</u> Page.		

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
41-01	AC External Power Control						
1)	Ground Power Control Unit (GPCU)	C	1	0	May be inoperative provided external power is not used.		
2)	Receptacles	C	2	1	(M) May be inoperative provided affected receptacle is not used.		
		C	2	0	(M) May be inoperative provided external power is not used.		
41-02	EXT A pb-sw						
1)	AVAIL Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
2)	ON Light	C	1	0			
41-03	EXT B pb-sw						
1)	AVAIL Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
2)	AUTO Light	C	1	0			
41-04	External Power NOT IN USE and AVAIL Panel Lights	C	4	0	(O) May be inoperative provided alternate procedures are established and used.		
53-01	Circuit Breaker Management Unit (CBMU)	C	1	0	(M) May be inoperative provided alternate procedures are used to verify that no circuit breaker is tripped in electrical compartment bay (main and emergency power centers).		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01	Pilot Seat Adjustments						
1)	Electrical Adjustments	C	2	0	(M) May be inoperative provided: a) Horizontal and vertical mechanical adjustments operate normally, and b) Associated electrical control is deactivated.		
2)	Vertical Mechanical Adjustment	C	2	0	May be inoperative provided vertical electrical adjustment operates normally.		
3)	Lumbar	C	2	0	May be inoperative provided seat contour is satisfactory to individual/crewmember requirements.		
4)	Recline Systems	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within 2 flight days.		
11-03	CAPT and F/O Outboard Armrest Controls						
1)	Height Control	C	2	0	May be inoperative provided setting is acceptable to crewmember(s).		
2)	Pitch (Tilt) Control	C	2	0	May be inoperative provided setting is acceptable to crewmember(s).		
3)	Armrest Memory Position Display	C	2	0			

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11-04	CAPT and F/O Inboard Armrest Vertical Adjustment Controls	C	2	0	May be inoperative or missing.	
11-05	Pilot Seat Headrest	C	2	0		
11-06	Observer Seat(s)					
1)	Primary Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.	
		A	1	0	May be inoperative provided: a) Second observer's seat is available and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight days.	
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Sequence No.	Item	1	2	3	4	Change Bar
11-06	Observer Seat(s) (Cont'd)					
	<div style="text-align: center; margin-bottom: 10px;">1)</div> Primary Observer Seat (Including Associated Equipment) (Cont'd)					NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
2) ***	Additional Observer Seat(s) (Including Associated Equipment)	D	-	0		NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

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Sequence No.	Item	1	2	3	4	Change Bar	
13-01 ***	Captain and First Officer Sliding Tables						
1)	Sliding Tables	D	2	0	(M) May be inoperative in stowed position or removed.		
2)	Table Tilt Function	D	2	0	May be inoperative provided associated table can be stowed.		
13-02	Captain and First Officer Retractable Foot Rests	C	4	0	(M) May be inoperative in retracted position or removed.		
15-01 ***	Crew Foot Warmers	D	2	0			
21-01	Passenger/ Supernumerary Seat(s)						
1)	A330-200, A330-300	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of flight attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.		
(Continued)							

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Sequence No.	Item	1	2	3	4	Change Bar	
21-01	Passenger/ Supernumerary Seat(s) (Cont'd)						
2)	A330-200F	D	-	0	(M) One or more may be inoperative or not used provided the affected seat is secured in its stowed position or removed.		
					NOTE: A seat position with an inoperative or missing seatbelt or harness is considered inoperative.		
3)	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.		
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.		
4)	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar.		
						(Continued)	

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Sequence No.	Item	1	2	3	4	Change Bar	
21-01	Passenger/ Supernumerary Seat(s) (Cont'd)						
5)	Armrest						
a)	Armrest With Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the upright position.		
b)	Armrest Without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.		
6)	Takeoff, Taxi, and Landing (TTL) Light (With STC No. ST11686SE-T)	C	-	-	(O) May be inoperative and seat occupied provided alternate procedures are established and used.		

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Sequence No.	Item	1	2	3	4	Change Bar
22-01	Flight Attendant Seat Assembly (Single or Dual Position)	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operation, and c) Alternate procedures are established and used.	
1)	Required Flight Attendant Seats (A330-200, A330-300)	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".	
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Sequence No.	Item	1	2	3	4	Change Bar
22-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
1)	Required Flight Attendant Seats (A330-200, A330-300) (Cont'd)					
					<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.</p> <p>NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.</p>	
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22-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
2)	Excess Flight Attendant Seats (A330-200, A330-300)	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar	
22-03	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.		
22-05	Exterior Lavatory Door Ashtrays						
1)	Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	Up to and including 50% may be missing or inoperative for 10 calendar-days.		
		A	-	-	More than 50% may be missing or inoperative for 3 calendar-days. NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.		
2)	Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing or inoperative for 10 calendar-days.		

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22-06	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets	C	-	-	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	
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Sequence No.	Item	1	2	3	4	Change Bar
22-06	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets and f) Passengers are briefed that affected bin, compartment or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in affected bin, compartment, or closet (permanently affixed) is available for use.	
1) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
27-01	Heating Function of Heated Floor Panels (Passenger/Crew Doors, Emergency Exits, and Galley Areas)	D	-	0	(M) May be inoperative provided the heating elements of the affected area heated floor panel are deactivated.	

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45-01	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	
45-02	Lavatory Waste Receptacle Access Doors/Covers/Flapper Doors	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty, b) Affected receptacle access door/cover/flapper door is secured to prevent waste introduction into the receptacle, c) Lavatory is used only by crewmembers, and d) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	

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Sequence No.	Item	1	2	3	4	Change Bar
50-01	Blow In/Out Panels in Cargo Compartments	C	-	-	May be damaged or missing provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
50-02	Lining Panels in Cargo Compartments	C	-	-	May be damaged provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
		C	-	-	May be missing provided associated cargo compartment remains empty.	

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51-01	Lower Deck Cargo Loading System (CLS)						
1)	Cargo Restraint Components	A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.		
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.		
2)	Loading Systems	C	-	0	NOTE: Any part of the CLS that operates normally may be used.		

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Sequence No.	Item	1	2	3	4	Change Bar	
51-02	Main Deck Cargo Loading Systems						
1)	Cargo Restraint Components	A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.		
		C	-	-	May be inoperative or missing provided the main deck cargo compartment remains empty.		
2)	Cargo Loading System	C	-	-	NOTE: Any part of the cargo loading system that operates normally may be used.		
55-01	Main Deck Cargo Compartment Door and Sidewall Lining	C	-	-	May be damaged provided ULDs are utilized to contain all cargo loaded in or passing through the affected loading zone(s).		
		C	-	-	May be missing provided main deck cargo compartment remains empty.		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
55-02	Main Deck Cargo Compartment Window Protection Cover	C	4	0	One or more may be damaged or missing provided main deck cargo compartment is empty or does not contain flammable or combustible materials.		
55-03	Partition Lining at the Aft Main Deck Cargo Compartment	C	1	0	May be damaged or missing provided main deck cargo compartment remains empty.		
60-01	SLIDE Indications on ECAM DOOR/OXY Page						
1)	A330-200, A330-300	C	8	0	(O) May be inoperative provided alternate procedures are established and used.		
2)	A330-200F	C	2	0	(O) May be inoperative provided alternate procedures are established and used.		
60-07	“Fasten Seat Belt While Seated” Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.		
62-01	Cabin Escape Facilities				Deleted, Revision 9. (Moved to item 23-73-02 5), Slide Bottle Pressure Indication on FAP.)		

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25. EQUIPMENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4	Change Bar
65-01	Miscellaneous Emergency Equipment					
1)	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.	
		C		0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operation, and c) Alternate procedures are established and used.	
					NOTE: Not required for all-cargo operations.	
2)	Flashlight and Holders (Flight Deck or Cabin)	C	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight with equivalent characteristics readily available.	
		C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operation, and c) Alternate procedures are established and used.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
65-01	Miscellaneous Emergency Equipment (Cont'd)					
3) ***	Emergency Locator Transmitter					
a)	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
b)	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 calendar-days.	
		A	-	0	May be missing provided repairs are made within 90 calendar-days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
4)	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
					(Continued)	

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
65-01	Miscellaneous Emergency Equipment (Cont'd)						
5)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.		
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.		
6)	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.		
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.		
7)	Crash Axe/Crow Bar	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.		
8)	Survival Kit	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.		
9) ***	Fireproof Gloves	D	-	0			
66-01	Floatation Equipment (Crew and Passenger)	D	-	-	Any in excess of that required by 14 CFR may be inoperative or missing.		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
74-01 ***	Flightcrew Rest Compartment	C	1	0	May be inoperative provided procedures do not require its use and the flightcrew rest compartment is placarded inoperative.		
1)	Bed Bunks	C	-	0	May be inoperative provided operations or procedures do not require its use.		
2)	Door	C	1	0	(M) May be inoperative provided the door is deactivated closed.		
74-02 ***	Flightcrew Rest Compartment (With STC No. ST02193SE)						
1)	Bed Bunk	C	1	0	May be inoperative provided procedures do not require its use and the flightcrew rest compartment is placarded inoperative.		
2)	Curtain	C	1	0	(M) May be inoperative provided the curtain is removed or stowed open and the flightcrew rest compartment is placarded inoperative.		
75-01 ***	Lower Deck Cabin Crew Rest Compartment (A330-200, A330-300)	D	1	0	May be inoperative provided procedures do not require its use and the flightcrew rest compartment is placarded inoperative.		
1)	Bed Bunks	D	-	0	May be inoperative provided operations or procedures do not require its use.		
2)	Blow In/Out Panel	D	1	0	May be damaged or missing provided the affected compartment is locked closed and not used.		
3)	Door	D	1	0	(M) May be inoperative provided the door is deactivated closed.		

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Sequence No.	Item	1	2	3	4	Change Bar
75-02	Bulk Crew Rest Compartment (With STC No. ST11686SE-T)	D	1	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is locked closed and not used, and b) Procedures do not require its use.	
1)	Bed Bunk	D	8	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is locked closed and not used, and b) Procedures do not require its use.	
		D	8	-	(M)(O) Individual bed bunk(s) may be inoperative provided: a) The associated bed bunk(s) is placarded "DO NOT USE", and b) Procedures do not require its use.	
2)	Seat	C	2	0	(M) May be inoperative provided the seat is placarded "DO NOT USE".	
		D	2	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is locked closed and not used, and b) Procedures do not require its use.	
3)	Bench	C	1	0	(M) May be inoperative provided the seat is placarded "DO NOT USE".	
		D	2	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is locked closed and not used, and b) Procedures do not require its use.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
75-02	Bulk Crew Rest Compartment (With STC No. ST11686SE-T) (Cont'd)					
4)	Vestibule Door/Lock	D	1	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is locked closed and not used, and b) Procedures do not require its use.	
5)	Entry Hatch	D	1	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is locked closed and not used, and b) Procedures do not require its use.	
6)	Escape Hatch	D	1	0	(M)(O) May be inoperative provided: a) The escape hatch is secured closed, b) The bulk crew rest compartment is locked closed and not used, and c) Procedures do not require its use.	
75-03 ***	Lower Deck Mobile Crew Rest (With STC No. ST22440SE)	D	1	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is locked closed and not used, and b) Procedures do not require its use.	
1)	Bed Bunk(s)	D	6	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is locked closed and not used, and b) Procedures do not require its use.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
75-03 ***	Lower Deck Mobile Crew Rest (With STC No. ST22440SE) (Cont'd)					
1)	Bed Bunk(s) (Cont'd)	D	6	-	(M)(O) Individual bed bunk(s) may be inoperative provided: a) The associated bed bunk(s) is placarded "DO NOT USE", and b) Procedures do not require its use.	
2)	Pilot Bunk Curtain	C	1	0	May be inoperative provided Pilot Area Curtain is operative.	
3)	Pilot Area Curtain	C	1	0	May be inoperative provided Pilot Bunk Curtain is operative.	
4)	Bench	C	1	0	May be inoperative provided Bench is placarded "DO NOT USE".	
5)	Vestibule Door/Lock	D	1	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is locked closed and not used, and b) Procedures do not require its use.	
6)	Blow In/Out Panel	D	1	0	(M)(O) May be damaged or missing provided the Lower Deck Mobile Crew Rest is locked closed and not used.	
7)	Entry Hatch	D	1	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is locked closed and not used, and b) Procedures do not require its use.	
					(Continued)	

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Sequence No.	Item	1	2	3	4	Change Bar	
75-03 ***	Lower Deck Mobile Crew Rest (With STC No. ST22440SE) (Cont'd)						
8)	Escape Hatch	D	1	0	(M)(O) May be inoperative provided: a) The Escape Hatch is secured closed, b) The Lower Deck Mobile Crew Rest is locked closed and not used, and c) Procedures do not require its use.		
76-01	Wheelchair Accessible Lavatory				Deleted, Revision 14.		

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				4. REMARKS OR EXCEPTIONS			
26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
01-04	Passenger Entertainment Overhead Panel						
1) ***	BULK AVNCS pb-sw OFF Light	D	1	0			
2) ***	BULK AVNCS pb-sw SMOKE Light	D	1	0			
3) ***	IFEC pb-sw OFF Light	D	1	0			
4) ***	IFEC pb-sw SMOKE Light	D	1	0			
5) ***	PAX BBAND pb-sw OFF Light	D	1	0			
6) ***	PAX BBAND pb-sw SMOKE Light	D	1	0			
7) ***	PAX SYS pb-sw OFF Light	D	1	0			
8) ***	PAX SYS pb-sw SMOKE Light	D	1	0			
9) ***	VCC SYS pb-sw OFF Light	D	1	0			
10) ***	VCC SYS pb-sw SMOKE Light	D	1	0			
12-01	Engine Fire Detection System						
1)	Loops	C	4	2	(O) Except for ER operations beyond 120 minutes, one on each engine may be inoperative provided engine fire test is performed before each departure.		
12-02	FIRE Light on ENG MASTER Panel	C	2	0			

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
12-03	FIRE Light in ENG FIRE/PUSH pb-sw						
1)	Bulbs/LEDs	C	16	8	Four bulbs/LEDs in each push button switch may be inoperative.		
13-01	APU Fire Detection System						
1)	Loops	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided APU fire test is performed before each APU start.		
		C	2	0	May be inoperative provided APU is not used.		
13-02	FIRE Light in APU FIRE/PUSH pb-sw						
1)	Bulbs/LEDs	C	8	4	Four bulbs/LEDs may be inoperative.		
		C	8	0	May be inoperative provided APU is not used.		
13-03	APU Fire Detection Unit	C	1	0	May be inoperative provided APU is not used.		

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26. FIRE PROTECTION					
Sequence No.	Item	1	2	3	4
16-01	Smoke Detector System in Lower Deck FWD Cargo Compartment	C	1	0	<p>(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p> <p>NOTE 2: Failure of a single detector in each cavity is indicated by a MAINTENANCE STATUS message.</p>
16-02	Smoke Detector System in Lower Deck AFT and BULK Cargo Compartments	C	1	0	<p>(O) May be inoperative provided procedures are established and used to ensure the both compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.</p> <p>NOTE 2: Failure of a single detector in each cavity is indicated by a MAINTENANCE STATUS message.</p>

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
16-03	Smoke Detector System in BULK Cargo Compartment				Deleted, Revision 9. (Moved to item 26-16-02, Smoke Detector System in Lower Deck AFT and BULK Cargo Compartments.)		
17-01	Lavatory Smoke Detection System						
1)	A330-200, A330-300	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers.		
2)	A330-200F	D	1	0	May be inoperative. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.		
18-01 ***	Flightcrew Rest Compartment Smoke Detection System	D	1	0	(O) May be inoperative provided: a) Flightcrew rest compartment is locked closed and not used, and b) Procedure is used to periodically check for absence of smoke in flightcrew rest compartment.		

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		4. REMARKS OR EXCEPTIONS					
26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
18-03 ***	Lower Deck Cabin Crew Rest Compartment Smoke Detection System (A330-200, A330-300)	B	1	0	(M)(O) May be inoperative provided: a) Lower deck cabin crew rest compartment fire extinguishing system is checked operative before each departure, and b) Procedure is used to periodically check for absence of smoke in the lower deck cabin crew rest compartment.		
		D	1	0	(O) May be inoperative provided: a) Lower deck cabin crew rest compartment is locked closed and not used, b) Procedure is used to periodically check for absence of smoke in lower deck cabin crew rest compartment, and c) An operative portable fire extinguisher and protective equipment, in excess of those required for the cabin, are carried in the main deck.		
18-04 ***	Lower Deck Facilities Smoke Detection System (A330-200, A330-300)	D	1	0	(O) May be inoperative provided: a) Lower deck facility is locked closed and not used, b) Procedure is used to periodically check for absence of smoke in lower deck facility, and c) An operative portable fire extinguisher and protective equipment, in excess of those required for the cabin, are carried in the main deck.		

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
18-05 ***	Bulk Crew Rest Compartment Smoke Detection System (With STC No. ST11686SE-T)	C	1	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is locked closed and not used, and b) Alternate procedures are developed and used.		
1)	Bunk Smoke Detectors	C	-	-	(M)(O) May be inoperative provided: a) The associated bed bunk is placarded "DO NOT USE", and b) Alternate procedures are developed and used.		
2)	Seat Smoke Detectors	C	-	-	(M)(O) May be inoperative provided: a) The associated seat is placarded "DO NOT USE", and b) Alternate procedures are developed and used.		
3)	Bench Smoke Detectors	C	-	-	May be inoperative.		
4)	Vestibule Smoke Detector	C	2	0	May be inoperative.		

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
18-06 ***	Lower Deck Stowage Smoke Detection System (A330-200, A330-300)	D	1	0	(O) May be inoperative provided lower deck stowage is empty, locked closed, and not used.		
18-07 ***	Bulk Avionics Compartment Smoke Detection System (A330-200, A330-300)	D	1	0	(M) May be inoperative provided the flight entertainment system is deactivated.		
18-08 ***	Video Control Center Smoke Detection System (A330-200, A330-300)	D	-	0	(M) May be inoperative provided the associated Video Control Center is deactivated.		
18-09 ***	In-Flight Entertainment Center Smoke Detection System (A330-200, A330-300)	D	1	0	(M) May be inoperative provided the In-Flight Entertainment Center is deactivated.		
18-10	Combined Stowage-Galley Smoke Detection System (A330-200F)	D	1	0	(O) May be inoperative provided: a) The associated stowage is empty, b) The door of associated stowage is locked closed and placarded inoperative, c) The associated stowage is not used for any purpose, and d) A procedure is used to check daily absence of smoke in stowage.		
18-11	CAB SMOKE Light (A330-200F)	C	1	0	May be inoperative.		

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
18-12 ***	Lower Deck Mobile Crew Rest Smoke Detection System (With STC No. ST22440SE)	C	1	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is locked closed and not used, and b) Alternate procedures are developed and used.		
1)	Bunk Smoke Detectors	C	-	-	(M)(O) May be inoperative provided: a) The associated bed bunk is placarded "DO NOT USE", and b) Alternate procedures are developed and used.		
2)	Main Aux Panel Area Detector	C	-	-	May be inoperative.		
3)	Bench Smoke Detector	C	-	-	May be inoperative.		
19-01	Smoke Detector in Main Deck Cargo Compartment (A330-200F)	D	30	0	(O) Both detectors in one or more base plates may be inoperative provided the main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE 1: Failure of a single detector in each base plate is indicated by a MAINTENANCE message on ECAM STATUS page. NOTE 2: Operator MELs should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.		
19-02	MD SMOKE Light (A330-200F)	C	1	0	May be inoperative.		

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1. REPAIR CATEGORY

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Engine AGENT 1(2) pb					
1)	DISCH Light	C	4	2	(M) One may be inoperative on each engine provided associated bottle is verified properly charged before first departure of each day.	
		A	4	2	(M) Both may be inoperative on one engine provided: a) Associated bottles are verified properly charged before each departure, and b) Repairs are made within 1 flight day.	
2)	SQUIB Light	C	4	0	(M) May be inoperative provided the failure is verified to be in the test circuit only.	

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26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
21-02	ENG FIRE TEST	C	1	0	(M) May be inoperative provided verification is made before the first departure of each day that the fault is in test circuit only.		
22-01	APU AGENT pb						
1)	DISCH Light	C	1	0	(M) May be inoperative provided APU fire extinguishing bottle is verified properly charged before first departure of each day.		
		C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided APU is not used.		
2)	SQUIB Light	C	1	0	(M) May be inoperative provided the failure is verified to be in the test circuit only.		
		C	1	0	May be inoperative provided APU is not used.		
22-02	APU Ground Automatic Fire Extinguisher System	C	1	0	May be inoperative provided APU condition is monitored in the cockpit during all APU ground operations.		
22-03	APU FIRE TEST System	C	1	0	(M) May be inoperative provided verification is made before the first departure of each day that the fault is in test circuit only.		
		C	1	0	May be inoperative provided APU is not used.		
22-04	APU Fire Extinguisher Overpressure Indication (Red Disc)	C	1	0	(M) May be inoperative provided: a) Squib test is used to check squib integrity, and b) Bottle pressure switch is checked operative before the first departure of each day.		
		C	1	0	May be inoperative provided APU is not used.		

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		4. REMARKS OR EXCEPTIONS					
26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
22-05	APU Fire Bottle Squibs	C	2	1	(M) May be inoperative provided the remaining squib is verified operative before the first flight of each day.		
		C	2	0	May be inoperative provided APU is not used.		
22-06	APU Fire Extinguisher Bottle	C	1	0	May be inoperative provided APU is not used.		
23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK)						
1)	Bottles	C	2	1	Bottle 2 may be inoperative (and cargo compartments used) provided airplane remains within 1 hour of a suitable landing airport.		
		C	2	0	(O) Bottle 1 or both may be inoperative provided procedures are established and used to ensure all compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.		
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		
						(Continued)	

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		4. REMARKS OR EXCEPTIONS					
26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)						
2)	Squib of FWD Cargo Bottle 1	C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure the FWD compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.		
					(Continued)		

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		4. REMARKS OR EXCEPTIONS				
26. FIRE PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)					
3)	Squib of AFT Cargo Bottle 1	C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure the AFT and BULK compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.	
						(Continued)

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		4. REMARKS OR EXCEPTIONS				
26. FIRE PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)					
4)	Squib of FWD Cargo Bottle 2	C	2	0	Both may be inoperative (and FWD cargo compartment used) provided airplane remains within 1 hour of a suitable landing airport.	
		C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure the FWD compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
					NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.	
						(Continued)

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		4. REMARKS OR EXCEPTIONS					
26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
23-01	Lower Deck Cargo Compartment Fire Extinguishing System (FWD/AFT/BULK) (Cont'd)						
5)	Squib of AFT Cargo Bottle 2	C	2	0	Both may be inoperative (and AFT and BULK cargo compartments used) provided airplane remains within 1 hour of a suitable landing airport.		
		C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure the AFT and BULK compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.		
					NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		
					NOTE 2: Failure of a single squib in each discharge cartridge is indicated by a MAINTENANCE STATUS message.		
23-02	FWD/AFT Cargo BTL 1 DISCH Light	C	1	0			
23-03	FWD/AFT Cargo BTL 2 DISCH Light	C	1	0			
23-05	FWD/AFT Cargo SQUIB Lights	C	2	0			

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		4. REMARKS OR EXCEPTIONS					
26. FIRE PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
23-06	Test on CARGO SMOKE Panel	C	1	0			
24-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.		
25-01	Lavatory Fire Extinguisher System						
1)	A330-200, A330-300	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detection system operates normally.		
		C	-	-	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.		
2)	A330-200F	D	1	0	May be inoperative.		

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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
28-01 ***	Lower Deck Cabin Crew Rest Compartment Fire Extinguishing System (A330-200, A330-300)	D	1	0	(O) May be inoperative provided lower deck cabin crew rest compartment smoke detection system operates normally.	
		D	1	0	(O) May be inoperative provided lower deck cabin crew rest compartment is locked closed and not used.	
28-02 ***	Bulk Crew Rest Compartment Fire Extinguishing System				Deleted, Revision 9.	

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
14-01	Aileron Servocontrol						
1)	Outboard	C	4	3	(M) One may be inoperative provided it remains mechanically connected and hydraulically supplied (damping function is not affected).		
		C	4	2	(M) Both associated with PRIM 3 (left yellow and right green) may be inoperative provided they remain mechanically connected and hydraulically supplied (damping function is not affected).		
14-02	Indication on ECAM F/CTL Page						
1)	Aileron Position Indications	C	4	0	(M) May be inoperative provided ability to move affected aileron through each servocontrol is verified visually before each departure.		
2)	Aileron Actuator Indications	C	8	0			
21-01	Rudder Pedal Adjustment Systems	C	2	0	(O) CAPT and/or F/O systems may be inoperative provided: a) Rudder pedals can be adjusted to a position which is acceptable to the affected crewmember, and b) Full and unrestricted movement of rudder pedals and brake pedal deflection is possible at both pilot stations.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
22-01	Rudder Trim Systems	C	2	1	(M)(O) One may be inoperative provided: a) The other system is verified to operate normally before each departure, and b) Approach minimums do not require its use.		
22-02	Manual Trim Reset Function	C	1	0	May be inoperative provided one rudder trim position indication is available.		
22-03	Rudder Trim Position Indications	C	2	1			
		B	2	0	(O) May be inoperative provided: a) Rudder trim is verified to operate normally, b) Rudder position is verified at zero before each departure, and c) Rudder pedals are verified in a neutral position.		
23-01	Rudder Travel Limiter System (Including Rudder and Pedals Travel Limiter Units) (Without Mod. 49144)						
1)	Channels	C	2	1	One may be inoperative provided FCDC 2 and FWC 2 operate normally.		

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
24-01	Indication on ECAM F/CTL Page (With Mod. 49144)					
1)	Rudder Position Indication	C	1	0	(M) May be inoperative provided: a) Visual verification of rudder movement is made, and b) The rudder trim position is verified at zero before each departure on either ECAM F/CTL page or the RUD TRIM panel on the pedestal.	
25-01	Indication on ECAM F/CTL Page (Without Mod. 49144)					
1)	Rudder Position Indication	C	1	0	(M) May be inoperative provided: a) Visual verification of rudder movement is made, and b) The rudder trim position is verified at zero before each departure on either ECAM F/CTL page or the RUD TRIM panel on the pedestal.	
25-02	Warning and Caution on ECAM E/WD					
1)	F/CTL RUD G(Y)(B) SERVO JAM (A330-300 Without Mod. 49144)	C	3	0	(O) May be inoperative provided before each flight, and for each inoperative caution, rudder deflection is checked operative using only the servocontrol associated with each inoperative caution.	
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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
25-02	Warning and Caution on ECAM E/WD (Cont'd)						
2)	F/CTL RUD Y(B) SERVO FAULT (With Mod. 49144/ MP S16279, SB A330-27-3161, and SB A330-27-3169)	C	2	1	(M)(O) F/CTL RUD B SERVO FAULT may be inoperative provided: a) A check is performed before each flight to ensure that the EFCS ground report indicates that only the blue rudder servocontrol sensor is at fault, b) The affected servocontrol sensor is deactivated, c) The rudder control associated with PRIM 1, PRIM 3, and SEC 1 are checked operative before each flight, d) The backup control module is checked operative before each flight, and e) The yellow electric pump is checked operative before each flight.		
		C	2	1	(M) F/CTL RUD Y SERVO FAULT may be inoperative provided: a) A check is performed before each flight to ensure that the EFCS ground report indicates that only the yellow rudder servocontrol sensor is at fault, b) The backup control module is checked operative before each flight, and c) PRIM 3 is considered inoperative.		

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
26-01	Yaw Damper System (Without Mod. 49144)	C	2	1	(M) Yaw damper system 2 may be inoperative provided: a) The BYDU is verified to operate normally before each departure, and b) Approach minimums do not require its use.		
34-02	Indications on ECAM F/CTL Page						
1)	Elevator Position Indications	C	2	0	(M) May be inoperative provided a visual verification of affected elevator movement is made before each departure.		
2)	Elevator Actuator Indications	C	4	0			

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
40-03	PRIM Pitch Channel (With SB 27-4136 or Mod. 55780/ MP D46390) and (SB 92-4056 or ((Mod. 52269/ MP D44449 or Mod. 52269/ MP D44450) and Mod. 56056/ MP C10650))						
1)	PRIM 1 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 1 is considered inoperative, and c) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative.		
		C	1	0	May be inoperative provided: a) PRIM 1 is considered inoperative, and b) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative.		
2)	PRIM 2 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 2 is considered inoperative, and c) PRIM 1 Pitch Channel and PRIM 3 Pitch Channel are operative.		
3)	PRIM 3 Pitch Channel	C	1	0	May be inoperative provided stabilizer actuator electric motor 3 is considered inoperative.		

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Sequence No.	Item	1	2	3	4	Change Bar	
40-04	PRIM Pitch Channel (With SB 27-4136 or Mod. 55780/ MP D46390)						
1)	PRIM 1 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 1 is considered inoperative, c) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and d) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.		
		C	1	0	(M) May be inoperative provided: a) PRIM 1 is considered inoperative, b) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and c) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.		
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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
40-04	PRIM Pitch Channel (With SB 27-4136 or Mod. 55780/ MP D46390) (Cont'd)						
2)	PRIM 2 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 2 is considered inoperative, c) PRIM 1 Pitch Channel and PRIM 3 Pitch Channel are operative, and d) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.		
3)	PRIM 3 Pitch Channel	C	1	0	(M) May be inoperative provided: a) The stabilizer actuator electric motor 3 is considered inoperative, and b) An inspection of the THSA ballscrew and CSP (Checkable Shear Pin) is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.		

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Sequence No.	Item	1	2	3	4	Change Bar
40-05	PRIM Pitch Channel (With SB 92-4056 or ((Mod. 52269/ MP D44449 or Mod. 52269/ MP D44450) and Mod.56056/ MP C10650))					
1)	PRIM 1 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 1 is considered inoperative, c) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and d) An inspection of the THSA ballscrew is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
		C	1	0	(M) May be inoperative provided: a) PRIM 1 is considered inoperative, b) PRIM 2 Pitch Channel and PRIM 3 Pitch Channel are operative, and c) An inspection of the THSA ballscrew is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.	
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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
40-05	PRIM Pitch Channel (With SB 92-4056 or Mod. 52269/MP D44449 or Mod. 52269/ MP D44450 and Mod.56056/ MP C10650) (Cont'd)						
2)	PRIM 2 Pitch Channel	C	1	0	(M) May be inoperative provided: a) A verification is performed before each flight to ensure that the EFCS ground report only shows messages of the THS, b) The affected stabilizer actuator electric motor 2 is considered inoperative, c) PRIM 1 Pitch Channel and PRIM 3 Pitch Channel are operative, and d) An inspection of the THSA ballscrew is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.		
3)	PRIM 3 Pitch Channel	C	1	0	(M) May be inoperative provided: a) Stabilizer actuator electric motor 3 is considered inoperative, and b) An inspection of the THSA ballscrew is performed before each flight if EFCS ground report shows "PITCH TRIM ACTR (1CS)" failure message.		
44-01	Stabilizer Actuator Electrical Motors	C	3	2	(M)(O) Except for ER operations, motor 1 may be inoperative provided: a) It is deactivated, and b) Approach minimums do not require its use.		
		C	3	2	(M)(O) Motor 2 or 3 may be inoperative provided it is deactivated.		

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SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Indications on ECAM F/CTL Page					
1)	Pitch Trim Position	C	1	0	(O) May be inoperative provided pitch trim handwheel and stabilizer are verified to operate synchronously before each departure.	
51-01	Flaps System					
1)	System 1					
a)	Without Mod. 204037/MP D50824	A	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flaps system 2 operates normally, b) Slats system 2 operates normally, c) Electrical supply to flaps system 1 is deactivated, and d) Repairs are made within 9 calendar-days. 	
b)	With Mod. 204037/MP D50824	A	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flaps system 2 operates normally, b) Slats system 2 operates normally, c) Electrical supply to flaps system 1 is deactivated, and d) Repairs are made within 9 calendar-days. 	
		A	1	0	(O) May be inoperative for one flight provided: <ul style="list-style-type: none"> a) Flaps system 2 operates normally, b) Slats system 2 operates normally, and c) Electrical supply to flaps system 1 is switched off by using the SFCC1 FLAP reset pb. 	
					(Continued)	

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MMEL TABLE KEY							
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		4. REMARKS OR EXCEPTIONS					
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
51-01	Flaps System (Cont'd)						
2)	System 2						
a)	Without Mod. 204037/MP D50824	A	1	0	(M) May be inoperative provided: a) Electrical supply to flaps system 2 is deactivated, b) Yellow auxiliary hydraulic power (electric pump) operates normally, and c) Repairs are made within 9 calendar-days.		
b)	With Mod. 204037/MP D50824	A	1	0	(M) May be inoperative provided: a) Electrical supply to flaps system 2 is deactivated, b) Yellow auxiliary hydraulic power (electric pump) operates normally and c) Repairs are made within 9 calendar-days.		
		A	1	0	(O) May be inoperative for one flight provided: a) Electrical supply to flaps system 2 is switched off by using the SFCC 2 FLAP reset pb, and b) Yellow auxiliary hydraulic power (electric pump) operates normally.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
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				4. REMARKS OR EXCEPTIONS			
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
64-01	Spoilers	C	12	10	(M)(O) One pair of symmetrical surfaces may be inoperative in retracted position provided AFM performance penalties are applied.		
		C	12	8	(M)(O) Two pairs (surfaces 1 and 2) may be inoperative in retracted position provided AFM performance penalties are applied.		
64-02	Indications on ECAM F/CTL and WHEEL Pages						
1)	Spoilers/Speedbrake Indications	C	12	0	(M) May be inoperative provided spoilers are verified to move normally before each departure.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
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		4. REMARKS OR EXCEPTIONS					
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
81-01	Slats System						
1)	System 2						
a)	Without Mod. 204037/ MP D50824	A	1	0	(M) May be inoperative provided: a) Electrical supply to slats system 2 is deactivated, and b) Repairs are made within 9 calendar-days.		
b)	With Mod. 204037/ MP D50824	A	1	0	(M) May be inoperative provided: a) Electrical supply to slats system 2 is deactivated, and b) Repairs are made within 9 calendar-days.		
		A	1	0	(O) May be inoperative for one flight provided electrical supply to slats system 2 is switched off by using the SFCC 2 SLAT reset pb.		
92-01	Speedbrake Control System	C	1	0			
92-02	Ground Spoiler Control System	C	1	0	(O) May be inoperative provided: a) AFM takeoff and landing performance penalties are applied, and b) The AUTO/BRK function is not used.		
92-05	PRIM Side Stick Potentiometers Signals	C	24	-	(M) May be inoperative provided: a) It is verified before each flight that affected PRIM Side Stick Potentiometers Signals are associated with either PRIM 1 or PRIM 3, b) It is verified before each flight that all sidestick priority switch signals associated with the two other PRIMs and both SECs are verified to operate normally, and c) Associated PRIM is considered inoperative.		

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MMEL TABLE KEY						
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				4. REMARKS OR EXCEPTIONS		
27. FLIGHT CONTROLS						
Sequence No.	Item	1	2	3	4	Change Bar
92-06	PRIM Side Stick Priority Switch Signals	C	12	-	(M) May be inoperative provided: a) It is verified before each flight that affected PRIM Side Stick Priority Switch Signals are associated with either PRIM 1 or PRIM 3, b) It is verified before each flight that all sidestick potentiometer signals associated with the two other PRIMs and both SECs are verified to operate normally, and c) Associated PRIM is considered inoperative.	

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
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				4. REMARKS OR EXCEPTIONS			
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
93-01	PRIMs						
1)	PRIM 1 (With Mod. 44385 and Without Mod. 49144)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Elevators controls through operative PRIMs and SECs are checked operative before each departure, g) The mode valve transducers on the elevators servo-controls are checked operative, h) The second electrical power supply of PRIM 3 is verified to operate normally, i) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and j) Approach minimums do not require its use.		
						(Continued)	

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
93-01	PRIMs (Cont'd)						
2)	PRIM 1 (With Mod. 49144)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Backup control module and rudder control on SEC 1 are checked operative before each departure, g) All pedals position transducer units associated with PRIM 2, PRIM 3, and SEC 1 are checked operative before each departure, h) Elevators controls through operative PRIMs and SECs are checked operative before each departure, i) The mode valve transducers on the elevators servo-controls are checked operative, j) Blue and Yellow electric pumps are checked operative, k) The second electrical power supply of PRIM 3 is verified to operate normally,		
						(Continued)	

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
93-01	PRIMs (Cont'd)						
2)	PRIM 1 (With Mod. 49144) (Cont'd)				l) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and m) Approach minimums do not require its use.		
3)	PRIM 1 (With Mod. 44385/ MP S13080 and Mod. 55439/ MP S18649 and Mod. 55696/ MP S18546 and Without Mod. 49144/ MP S16279)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Elevators controls through operative PRIMs and SECs are verified operative before each departure, g) The second electrical power supply of PRIM 3 is verified to operate normally, h) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and i) Approach minimums do not require its use.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
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		4. REMARKS OR EXCEPTIONS					
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
93-01	PRIMs (Cont'd)						
5)	PRIM 1 (With Mod. 49144/ MP S16279 and Mod. 200285/ MP S19541 and Mod. 55697/ MP S18547)	C	1	0	(M)(O)Except for ER operations, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 3 operate normally, d) The sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Backup control module and rudder control on SEC 1 are verified operative before each departure, g) All pedals position transducer units associated with PRIM 2, PRIM 3, and SEC 1 are verified operative before each departure, h) Elevators controls through operative PRIMs and SECs are verified operative before each departure, i) Blue and Yellow electric pumps are checked operative, j) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and k) Approach minimums do not require its use.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
93-01	PRIMs (Cont'd)						
6)	PRIM 1 (With Mod. 44385/ MP S13080 and Mod. 55439/ MP S18649 and Mod. 55440/ MP S18550 and Mod. 55696/ MP S18546 and Mod. 201687/ MP S31873 and Mod. 201688/ MP S31874	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) PRIM 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All Sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRs, and PRIM 3 operate normally, d) The Sidestick priority function is checked operative on both sides before each departure, e) Stabilizer actuator electrical motors associated with PRIM 2 and PRIM 3 operate normally, f) Elevators controls through operative PRIMs and SECs are verified operative before each departure, g) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and h) Approach minimums do not require its use.		
(Continued)							

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SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
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				4. REMARKS OR EXCEPTIONS			
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
93-01	PRIMs (Cont'd)						
7)	PRIM 3 (Without Mod. 49144	C	1	0	(M)(O) May be inoperative provided: a) PRIM 3 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 1 operate normally, d) Stabilizer actuator electrical motors associated with PRIM 1 and PRIM 2 operate normally, and e) Performance penalties for two pairs of spoilers (Surface 1 and 2) inoperative are applied and deactivation of affected spoilers is not necessary.		
						(Continued)	

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SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
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				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
93-01	PRIMs (Cont'd)						
8)	PRIM 3 (With Mod. 49144 and Mod. 52950 and Mod. 58118 and Mod. 200667)	C	1	0	(M)(O) May be inoperative provided: a) PRIM 3 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with both SECs operate normally, c) All SECs, SFCCs, LGCIUs, RAs, ADIRS, and PRIM 1 operate normally, d) Stabilizer actuator electrical motors associated with PRIM 1 and PRIM 2 operate normally, e) Backup control module and rudder control on SEC 1 are verified to operate normally before each departure, f) All pedals position transducer units associated with PRIM 1, PRIM 2, and SEC 1 are verified to operate normally before each departure, g) Blue electric pump operates normally, and h) Performance penalties for two pairs of spoilers (Surface 1 and 2) inoperative are applied and deactivation of affected spoilers is not necessary.		

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MMEL TABLE KEY							
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				4. REMARKS OR EXCEPTIONS			
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
93-02	PRIM pb-sw						
1)	FAULT Lights	C	3	0	(O) May be inoperative provided associated F/CTL PRIM 1(2)(3) FAULT caution on ECAM E/WD and associated PRIM 1(2)(3) indication on ECAM F/CTL page are operative.		
2)	OFF Lights	C	3	0			
93-03	Indications on ECAM F/CTL Page						
1)	PRIM	C	3	0	May be inoperative provided TURB DAMP pb-sw is selected off.		
93-05	Turbulence Damping Function	C	1	0			
93-06	TURB DAMP pb-sw						
1)	OFF Light	C	1	0			

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SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
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				4. REMARKS OR EXCEPTIONS			
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
94-01	SECs						
1)	SEC 1 (Without Mod. 49144)	C	1	0	(M)(O) May be inoperative provided: a) SEC 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with SEC 2 operate normally, c) All PRIMs, SFCCs, LGCIUs, RAs, and ADIRS operate normally, d) FCDC 2 and FWC 2 operate normally, e) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and f) Approach minimums do not require its use.		
2)	SEC 1 (With Mod. 49144)	C	1	0	(M)(O) May be inoperative provided: a) SEC 1 pb-sw is selected OFF and remains OFF for the entire flight, b) All sidestick transducers associated with SEC 2 operate normally, c) All PRIMs, SFCCs, LGCIUs, RAs, and ADIRS operate normally, d) Performance penalties for one pair of spoilers inoperative are applied and deactivation of affected spoilers is not necessary, and e) Approach minimums do not require its use.		

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				4. REMARKS OR EXCEPTIONS			
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
94-02	SEC pb-sw						
1)	FAULT Lights	C	2	0	(O) May be inoperative provided associated F/CTL SEC 1(2) FAULT caution on ECAM E/WD and associated SEC 1(2) indication on ECAM F/CTL page are operative.		
2)	OFF Lights	C	2	0			
94-03	Indications on ECAM F/CTL Page						
1)	SEC	C	2	0			
95-01	FCDCs	C	2	1	(M) FCDC 2 may be inoperative.		

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MMEL TABLE KEY							
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		4. REMARKS OR EXCEPTIONS					
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
12-01	Overpressure Protectors						
1)	Wing Surge Tanks	C	2	0	(O) May be damaged or missing.		
2)	Trim Surge Tank	C	1	0	May be damaged or missing.		
3)	Center Tank (A330-200, A330-200F, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H1615, A330-300 with Mod. 204025/MP H166901)	B	1	0	(M)(O) May be damaged or missing provided: a) The crossfeed valve is checked operative on the ECAM <u>FUEL</u> page, b) Both center tank fuel pumps are operative, c) The center and inner tanks fuel quantity indications are operative on the ECAM <u>FUEL</u> page, d) The maximum fuel on board (FOB) is 154,322 lbs. (70,000 kg), and e) The fuel distribution is performed in accordance with the maintenance procedure.		
21-01	Inner Tank Pumps						
1)	Main	C	4	3	(O) Except for ER operations beyond 120 minutes, one main pump may be inoperative provided: a) The crossfeed valve operates normally, and b) 4,400 lbs. (2,000 kg) of fuel is considered unusable in the associated tank.		

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MMEL TABLE KEY							
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				2. NUMBER INSTALLED			
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				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
23-01	Crossfeed Valve						
1)	A330-300, A330-200F with Mod. 58623/MP H16147	B	1	0	(M)(O) Except for ER operations, may be inoperative in the closed position provided: a) Both outer tanks inlet valves operate normally, b) Both inner tanks inlet valves operate normally, and c) All fuel quantity indications operate normally on the FUEL SD page.		
2)	A330-200, A330-200F, A330-200F with Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 with Mod. 204025/MP H16690	B	1	0	(M)(O) Except for ER operations, may be inoperative in the closed position provided: a) Both outer tanks inlet valves operate normally, b) Both inner tanks inlet valves operate normally, c) Both center tank transfer pumps operate normally when there is fuel in the center tank, and d) All fuel quantity indications operate normally on the FUEL SD page.		
25-01	LOAD Fuel Preselector	C	-	0	(M) May be inoperative provided alternate procedures are developed and used.		

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
25-02	Fuel Quantity Panel (Refueling)	C	-	0	One or more indications may be inoperative provided continuous monitoring of fuel quantity is applied during refueling or defueling.	
25-03	High Level Detection System					
1)	Outer Tanks	C	2	0	May be inoperative provided continuous monitoring of fuel quantity is applied during refueling.	
2)	Inner Tanks					
a)	A330-300, A330-200F With Mod. 58623/ MP H16147	C	2	0	May be inoperative provided: a) Continuous monitoring of fuel quantity is applied during refueling, and b) Inner tank fuel quantity indications are operative in the cockpit.	
b)	A330-200, A330-200F, A330-200F With Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 With Mod. 204025/ MP H16690	C	2	0	May be inoperative provided: a) Continuous monitoring of fuel quantity is applied during refueling, b) Inner tank fuel quantity indications are operative in the cockpit, and c) Center tank pumps are selected OFF.	
(Continued)						

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
25-03	High Level Detection System (Cont'd)						
3)	Center Tank (A330-200, A330-200F, A330-200F With Mod. 58623/ MP H16147 and Mod. 200281/ MP H1615, A330-300 With Mod. 204025/ MP H166901)	C	1	0	May be inoperative provided continuous monitoring of fuel quantity is applied during refueling.		
4)	Trim Tank	C	1	0	(O) May be inoperative provided continuous monitoring of fuel quantity is applied during refueling.		

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SYSTEM &
SEQUENCE
NO.

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
25-04	Inlet Valves					
1)	Inner Tanks					
a)	A330-300, A330-200F wWth Mod. 58623/MP H16147	C	2	0	(M)(O) May be inoperative in closed position provided: a) There is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination, b) Fuel in associated outer tank is considered as unusable for flight planning, and c) Associated outer to inner transfer valve operates normally.	
b)	A330-200, A330-200F With Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 With Mod. 204025/MP H16690	C	2	0	(M)(O) May be inoperative in closed position provided: a) There is no fuel in center and trim tanks or fuel in center and trim tanks is considered unusable, part of ZFW, and is taken into account for CG determination, b) Fuel in associated outer tank is considered as unusable for flight planning, and c) Associated outer to inner transfer valve operates normally.	
2)	Center Tank (A330-200, A330-200F, A330-200F With Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 With Mod. 204025/MP H16690)	C	1	0	(M)(O) May be inoperative in closed position provided manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.	
					(Continued)	

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
25-04	Inlet Valves (Cont'd)						
3)	Trim Tank	C	1	0	(M)(O) May be inoperative in closed position provided: a) Trim tank isolation valve is selected closed, and b) There is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.		
4)	Outer Tanks	C	2	0	(M) May be inoperative in closed position provided: a) Associated tank is full, b) Fuel in associated tank is considered as unusable for flight planning, and c) Associated outer to inner transfer valve operates normally.		
a)	A330-300	A	2	0	(M)(O) May be inoperative in closed position for a maximum of three flights provided: a) MTOW is limited to 440,900 lbs. (200,000 kg), b) The MZFW is limited to 361,550 lbs. (164,000 kg), and c) The fuel in the associated tank, if any, is considered as not usable for flight planning purposes.		
b)	A330-200, A330-200F, A330-300 With Mod. 204025/MP H16690	A	2	0	(M)(O) May be inoperative in closed position for a maximum of three flights provided the fuel in the associated tank is considered as not usable for flight planning purposes.		

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MMEL TABLE KEY							
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				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
25-05	Refuel Isolation Valves						
1)	Without Mod. 40176/ MP H12051	C	1	0	(M) May be inoperative in closed position provided gravity overwing refueling into inner tanks is carried out.		
		C	1	0	(M) May be inoperative in open position provided the associated refueling coupling check valves operate normally and coupling caps are installed.		
2)	With Mod. 40176/ MP H12051	C	2	1	One may be inoperative in closed position.		
		C	2	0	(M) May be inoperative in closed position provided gravity overwing refueling into inner tanks is carried out.		
		C	2	0	(M) May be inoperative in open position provided the associated refueling coupling check valves operate normally and coupling caps are installed.		
25-06	Other Controls and Indicators (Refuel/Defuel Panel)	C	-	0	May be inoperative provided fueling and defueling procedures do not require their use.		

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Sequence No.	Item	1	2	3	4	Change Bar
25-07	Refueling Coupling Check Valves					
1)	Without Mod. 40176/MP H12051	C	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> a) The associated refuel isolation valve operates normally, b) Refueling is performed through the operative coupling check valve, c) The defective coupling check valve is sealed, and d) Both coupling caps are installed and no fuel leak is detected. 	
2)	With Mod. 40176/MP H12051	C	4	2	(M) One or both coupling check valves on one refuel coupling may be inoperative provided: <ul style="list-style-type: none"> a) The associated refuel isolation valve operates normally, b) The defective coupling check valve is sealed, c) The associated refuel coupling is not used, and d) Both coupling caps are installed and no fuel leak is detected. 	
26-01	Outer to Inner Transfer Valves	C	2	0	(M)(O) May be inoperative in closed position provided: <ul style="list-style-type: none"> a) Associated outer tank is full, b) Associated outer and inner tank inlet valves operate normally, and c) Fuel in associated outer tank is considered unusable for flight planning. <p>NOTE: The (M) procedure is applicable only when the valve is not failed in the closed position.</p>	
					(Continued)	

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				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
26-01	Outer to Inner Transfer Valves (Cont'd)						
1)	A330-300	A	2	0	(O) May be inoperative in open position for a maximum of three flights provided: a) MTOW is limited to 440,900 lbs. (200,000 kg), and b) The MZFW is limited to 361,550 lbs. (164,000 kg).		
2)	A330-200, A330-200F	A	2	0	(O) May be inoperative in open position for a maximum of three flights.		
26-02	Center Tank Transfer Pumps (A330-200, A330-200F, A330-200F With Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 With Mod. 204025/MP H16690)	C	2	1	(O) May be inoperative provided there is no fuel in the center tank.		
		C	2	1	(O) May be inoperative provided flight routes allow a landing at a suitable airport if the remaining center tank transfer pump fails with fuel in the center tank.		
		C	2	1	(O) May be inoperative provided 33,080 lbs. (15,000 kg) are considered unusable in the center tank.		
		C	2	0	(O) May be inoperative provided there is no fuel in the center tank or fuel remaining in center tank up to 33,080 lbs. (15,000 kg) is considered unusable, part of ZFW, and is taken into account for CG determination.		

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
27-01	Trim Tank Isolation Valve	C	1	0	(M)(O) May be inoperative in closed position provided: a) Trim tank inlet valve is selected closed, and b) There is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.	
27-02	Aft Transfer Valves	C	2	0	(M)(O) May be inoperative in closed position. NOTE: When both aft transfer valves are inoperative in closed position, jettison (if installed) from wing tanks is inoperative.	
27-03	Trim Pipe Isolation Valve					
1)	A330-300, A330-200F With Mod. 58623/MP H16147	C	1	0	(M)(O) May be inoperative in closed position provided: a) Auxiliary forward transfer valve operates normally, and b) Manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.	
		C	1	0	(M)(O) May be inoperative in closed position provided there is no fuel in trim tank or fuel in trim tank is considered as unusable, part of ZFW, and is taken into account for CG determination.	
(Continued)						

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				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
27-03	Trim Pipe Isolation Valve (Cont'd)						
2)	A330-200, A330-200F, A330-200F With Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 With Mod. 204025/ MP H16690	C	1	0	(M)(O) May be inoperative in closed position provided manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.		
27-04	Auxiliary Forward Transfer Valve						
1)	A330-300, A330-200F With Mod. 58623/ MP H16147	C	1	0	(M)(O) May be inoperative in closed position provided manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.		
2)	A330-200, A330-200F, A330-200F With Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 With Mod. 204025/ MP H16690	C	1	0	(M)(O) May be inoperative in closed position provided there is no fuel in trim tank or fuel in trim tank is considered as unusable, part of ZFW, and is taken into account for CG determination.		
27-05	Trim Tank Transfer Pump	C	1	0			
					NOTE: FWD transfers are inhibited when positive pitch angle is more than 3 degrees.		

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		2. NUMBER INSTALLED					
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		4. REMARKS OR EXCEPTIONS					
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
27-06	Trim/APU Fuel Line						
1)	A330-200, A330-200F, A330-300 With Mod. 204025/ MP H16690	C	1	0	(M)(O) The trim/APU fuel line may be inoperative provided: <ul style="list-style-type: none"> a) There is no structural leak from the trim tank, b) There is no fuel in the trim/APU fuel lines and in the trim tank, c) The APU isolation valve is deactivated in the closed position, d) The auxiliary forward transfer valve is deactivated in the closed position, e) The trim pipe isolation valve is deactivated in the closed position, f) The trim tank is isolated, g) The APU pb-sw is set to OFF and APU is not used, and h) Absence of fuel leak at the trim/APU drain mast is checked during each crew walk-around. 		
					(Continued)		

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				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
27-06	Trim/APU Fuel Line (Cont'd)						
2)	A330-300	C	1	0	(M)(O) The trim/APU fuel line may be inoperative provided: a) There is no structural leak from the trim tank, b) The fuel leak is confirmed not originated from the center box, c) There is no fuel in the trim/APU fuel lines and in the trim tank, d) The APU isolation valve is deactivated in the closed position, e) The auxiliary forward transfer valve is deactivated in the closed position, f) The trim pipe isolation valve is deactivated in the closed position, g) The trim tank is isolated, h) The APU pb-sw is set to OFF and APU is not used, and i) Absence of fuel leak at the trim/APU drain mast is checked during each crew walk-around.		
31-01 ***	Jettison Valves (A330-200)	D	2	0	(M) May be inoperative provided jettison system is considered inoperative.		
31-02 ***	Jettison System (A330-200)	D	1	0	May be inoperative provided FUEL JETTISON NOT CLOSED caution is not displayed on ECAM E/WD.		
40-01	INR TANK pb-sw						
1)	FAULT Lights	C	6	0	May be inoperative provided associated pump indication operates normally on ECAM FUEL page.		
2)	OFF Lights	C	6	0			

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				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
40-02	CTR TANK L(R) Pump pb-sw (A330-200, A330-200F, A330-200F With Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 With Mod. 204025/MP H16690)					May be inoperative provided associated pump indication operates normally on ECAM FUEL page.	
1)	FAULT Lights	C	2	0			
2)	OFF Lights	C	2	0			
40-03	T. TANK MODE pb-sw						
1)	FAULT Light	C	1	0			
2)	FWD Light	C	1	0			
40-04	CTR TANK XFR pb-sw (A330-200, A330-200F, A330-200F With Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 With Mod. 204025/MP H16690)						
1)	FAULT Light	C	1	0			
2)	MAN Light	C	1	0			
40-06	OUTR TK XFR pb-sw						
1)	FAULT Light	C	1	0			
2)	ON Light	C	1	0			

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		4. REMARKS OR EXCEPTIONS					
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
40-07	INR TK SPLIT pb-sw						
1)	SHUT Lights	C	2	0	(M) May be inoperative provided associated emergency inner tank isolation valve closure function is verified to operate normally prior to each departure.		
2)	ON Lights	C	2	0			
40-08 ***	JETTISON ARM pb-sw (A330-200)						
1)	ON Light	C	1	0			
40-09 ***	JETTISON ACTIVE pb-sw (A330-200)						
1)	OPEN Light	C	1	0	May be inoperative provided both jettison indications operate normally on ECAM FUEL page.		
2)	ON Light	C	1	0			
40-10	X FEED pb-sw						
1)	OPEN Light	C	1	0	May be inoperative provided X FEED VALVE indication operates normally on ECAM FUEL page.		
2)	ON Light	C	1	0			

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				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
40-15	Indications on ECAM FUEL Page						
1)	Pumps						
a)	Wing Tanks	C	6	0			
b)	Center Tank (A330-200, A330-200F, A330-200F With Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 With Mod. 204025/MP H16690)	C	2	0			
2)	APU LP Valve	C	1	0	May be inoperative provided APU LP valve is considered inoperative.		
3)	Crossfeed	C	1	0			
						(Continued)	

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				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
40-15	Indications on ECAM FUEL Page (Cont'd)						
4)	Transfer Indications						
a)	A330-300, A330-200F With Mod. 58623/ MP H16147	C	6	0	May be inoperative provided: a) Associated tanks fuel quantity indications (for tanks containing usable fuel) are operative on ECAM FUEL page, and b) Transfer operation is monitored through fuel quantity indications.		
b)	A330-200, A330-200F, A330-200F With Mod. 58623/ MP H16147 and Mod. 200281/ MP H16147, A330-300 With Mod. 204025/ MP H16690)	C	10	0	May be inoperative provided: a) Associated tanks fuel quantity indications (for tanks containing usable fuel) are operative on ECAM FUEL page, and b) Transfer operation is monitored through fuel quantity indications.		
5)	Fuel On Board (FOB)	C	1	0	Except for ER operations beyond 180 minutes, may be inoperative.		
6) ***	Jettison (A330-200)						
a)	Valve	C	2	0			
b)	JETTISON	C	2	0			
40-16	Indication on ECAM EWD						
1)	Fuel on Board (FOB)	C	1	0	Except for ER operations beyond 180 minutes, may be inoperative.		

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			4. REMARKS OR EXCEPTIONS				
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
40-17	Warning and Caution on ECAM EWD						
1)	FUEL EXCESS AFT CG	C	1	0	(M)(O) May be inoperative provided there is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.		
42-01	Quantity Indications on ECAM FUEL Page						
1)	Fuel Quantity Indications (All Tanks)	D	-	-	(O) The last two digits may be displayed dashed (degraded mode) provided the loss of accuracy is accounted for in fuel planning. NOTE: Fuel quantity is considered operative.		

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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Quantity Indications on ECAM FUEL Page (Cont'd)					
2)	Outer Tanks					
a)	A330-300, A330-200F With Mod. 58623/ MP H16147	C	2	1	(M)(O) Except for ER operations beyond 180 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Fuel quantity in associated tank is checked after each refueling by an acceptable alternate means, b) Associated fuel used indication operates normally, c) Associated inner tank fuel quantity indication is operative, and d) Manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when positive pitch angle is less than 3 degrees. 	
b)	A330-200, A330-200F, A330-200F With Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 With Mod. 204025/ MP H16690	C	2	1	(M)(O) Except for ER operations beyond 180 minutes, one may be inoperative provided: <ul style="list-style-type: none"> a) Fuel quantity in associated tank is checked after each refueling by an acceptable alternate means, b) Associated fuel used indication operates normally, c) Associated inner tank fuel quantity indication is operative, and d) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when positive pitch angle is less than 3 degrees. 	
(Continued)						

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
42-01	Quantity Indications on ECAM FUEL Page (Cont'd)						
3)	Inner Tanks						
a)	A330-300, A330-200F With Mod. 58623/MP H16147	C	2	1	(M)(O) Except for ER operations beyond 180 minutes, one may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling by an acceptable alternate means, b) All Fuel Used indications operate normally on ECAM FUEL Page, c) Both outer to inner transfer valves are deactivated in the closed position, d) Both outer tanks are full and fuel in these tanks is considered unusable, and e) Manual forward transfer from trim tank to inner tanks is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.		
						(Continued)	

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
42-01	Quantity Indications on ECAM FUEL Page (Cont'd)						
3)	Inner Tanks (Cont'd)						
b)	A330-200, A330-200F With Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 With Mod. 204025/ MP H16690	C	2	1	(M)(O) Except for ER operations beyond 180 minutes, one may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling by an acceptable alternate means, b) All Fuel Used indications operate normally on ECAM FUEL Page, c) Both outer to inner transfer valves are deactivated in the closed position, d) Both outer tanks are full, and fuel in these tanks is considered unusable, and e) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when pitch angle is less than 3 degrees.		
(Continued)							

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
42-01	Quantity Indications on ECAM FUEL Page (Cont'd)						
4)	Center Tank (A330-200, A330-200F With Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 With Mod. 204025/ MP H16690)	C	1	0	(M)(O) Except for ER operations beyond 180 minutes, may be inoperative provided: a) Fuel quantity in associated tank is checked after each refueling by an acceptable alternate means, b) All wing tanks fuel quantity indications are operative on ECAM FUEL Page, c) All Fuel Used indications operate normally on ECAM FUEL Page, and d) Manual forward transfer from trim tank to center tank is carried out as soon as possible after takeoff when positive pitch angle is less than 3 degrees.		
5)	Trim Tank	C	1	0	(M)(O) Except for ER operations beyond 180 minutes, may be inoperative provided there is no fuel in trim tank.		
6)	Collector Cells	C	2	0	Except for ER operations beyond 180 minutes, may be inoperative.		
43-01	Manual Magnetic Indicators	C	-	0	May be inoperative provided associated fuel quantity indication is checked by an acceptable alternate means.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
43-02	Fuel Quantity Attitude Monitor(s)	D	-	0	(M) May be inoperative provided fueling or defueling procedures are not predicated on their use.		
46-02	Low Level Detection System						
1)	Inner Tank						
a)	With Jettison System	C	2	1	One may be inoperative provided: a) Inner tank fuel quantity indications are operative, b) Fuel quantity in affected inner tank is monitored during flight, and c) The jettison system is not used.		
b)	Without Jettison System	C	2	1	One may be inoperative provided: a) Inner tank fuel quantity indications are operative, and b) Fuel quantity in affected inner tank is monitored during flight.		
2)	Center Tank (A330-200, A330-200F, A330-200F With Mod. 58623/MP H16147 and Mod. 200281/MP H16151, A330-300 With Mod. 204025/MP H16690)	C	1	0	(M)(O) May be inoperative provided: a) Both center tank pumps operate normally, b) Manual transfer from center tank to inner tanks operates normally, and c) Manual transfer from trim tank to center tank operates normally.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
46-03	Overflow Sensors in Wing and Trim Tanks	C	3	0	May be inoperative provided fuel level is monitored in flight.		
46-04	Warning and Caution on ECAM E/WD						
1)	FUEL L(R) WING TK LO LVL	C	2	1	One may be inoperative in one inner tank provided associated inner tank low level detection system is considered inoperative.		
2)	FUEL WING TK OVERFLOW	C	1	0	May be inoperative (confirmed false indication) as displayed on ECAM E/WD provided fuel level is monitored in flight.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
49-01	Temperature Indications on ECAM FUEL Page						
1)	Inner Tanks	C	2	1			
2)	Outer Tank	C	1	0	May be inoperative provided ADR 1 and ADR 2 operate normally.		
		C	1	0	(O) May be inoperative provided total air temperature is monitored in flight.		
3)	Trim Tank	C	1	0	(O) May be inoperative provided left outer tank fuel temperature indication operates normally on ECAM FUEL page.		
		C	1	0	May be inoperative provided ADR 1 and ADR 2 operate normally.		
		C	1	0	(O) May be inoperative provided total air temperature is monitored in flight.		
49-02	Warning and Caution on ECAM E/WD						
1)	FUEL FUEL LO TEMP Caution Associated With Inner Tanks	C	2	1	One may be inoperative provided associated inner tank fuel temperature indication is considered inoperative.		
2)	FUEL FUEL LO TEMP Caution Associated With Left Outer Tank	C	1	0	May be inoperative provided left outer tank fuel temperature indication is considered inoperative.		
3)	FUEL FUEL LO TEMP Caution Associated With Trim Tank	C	1	0	May be inoperative provided trim tank fuel temperature indication is considered inoperative.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
51-01	FCMC System						
1)	FCMC 2	C	1	0	(M) May be inoperative provided: a) Associated fuel level sensing portion is powered, b) All Fuel Used indications operate normally on ECAM FUEL page, and c) The trim tank fuel temperature indication is considered inoperative. NOTE: When FCMC 2 is inoperative, fuel quantity indication can have dashes on the two last digits.		
2)	FCMC Initialization (ZFW, ZFCG)	C	2	1			
		C	2	0	(M)(O) May be inoperative provided there is no fuel in trim tank or fuel in trim tank is considered unusable, part of ZFW, and is taken into account for CG determination.		
a)	A330-300, A330-200F With Mod. 58623/ MP H16147	C	2	0	(O) May be inoperative provided manual forward transfer from trim tank to inner tanks is carried as soon as possible after takeoff when pitch angle is less than 3 degrees.		
b)	A330-200, A330-200F, A330-200F With Mod. 58623/ MP H16147 and Mod. 200281/ MP H16151, A330-300 With Mod. 204025/ MP H16690	C	2	0	(O) May be inoperative provided manual forward transfer from trim tank to center tank is carried as soon as possible after takeoff when pitch angle is less than 3 degrees.		

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				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
10-01	Engine Driven Pumps						
1)	Depressurization Function	C	4	3	(O) One may be inoperative		
10-02	Hydraulic System Accumulators				Deleted, Revision 17.		
		C	3	0	(M) May be inoperative provided associated accumulator is deactivated.		
10-06	LP System Filters	C	3	2			
10-07	Reservoir Filling Filter	C	1	0	(M) May be inoperative provided an equivalent filter is used to fill hydraulic reservoir.		
10-08	Case Drain Filters	C	4	3	(M) One may be inoperative provided filter is removed.		
19-01	Leak Measurement Valve pb-sw OFF Light	D	3	0	(O) May be inoperative provided: a) Associated hydraulic SYS LO PR Alert is not displayed, and b) All flight control surfaces are verified operative on the FL/CTL SD page prior to each flight.		
21-01	Green Auxiliary Hydraulic Power (Electric Pump)	C	1	0	May be inoperative provided associated ELEC pb-sw is set to OFF.		
22-01	Blue Auxiliary Hydraulic Power (Electric Pump)	C	1	0	May be inoperative provided associated ELEC pb-sw is set to OFF.		

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MMEL TABLE KEY							
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		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
23-01	Yellow Auxiliary Hydraulic Power (Electric/Hand Pump)						
1)	Electric Pump	C	1	0	(O) May be inoperative provided associated ELEC pb-sw is set to OFF.		
2)	Hand Pump	C	1	0	(M) May be inoperative provided the integrity of the yellow hydraulic system is not affected.		
30-01	Pump						
1)	FAULT Lights	C	7	0	May be inoperative provided associated ECAM warnings and cautions operate normally.		
2)	OFF Lights	C	7	0			
3)	ON Lights	C	3	0	May be inoperative provided ECAM indication for associated electric pump operates normally.		

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				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
30-02	ECAM HYD Page Indications						
1)	Reservoir Quantities	C	3	2	(M) One may be inoperative provided: a) Associated reservoir quantity is verified adequate before each departure, and b) Associated RSVR LO LVL caution operates normally.		
2)	Fire Valves	C	4	0			
3)	RAT	C	1	0	May be inoperative provided RAT is visually verified to be stowed before each departure.		
4)	ELEC Pumps	C	3	0			
5)	Engine Driven Pumps	C	4	0			
6)	System Labels	C	3	0	(O) May be inoperative provided associated ECAM system pressure indication is verified to operate normally before each departure.		
7)	System Pressures	C	3	2	(O) One may be inoperative provided associated System Label indication operates normally.		
8)	OVHT (ELEC Pump)	C	3	0	(M)(O) May be inoperative provided associated electric pump is deactivated.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
30-03	ECAM Warnings and Cautions						
1)	RSVR LO LVL	C	3	2	(M)(O) The HYD G RSVR LO LVL alert may be inoperative provided: a) The green reservoir quantity indication is checked normal on <u>HYD</u> SD page before each departure, and b) The green reservoir low level indication is deactivated.		
		C	3	2	(O) The HYD B(Y) RSVR LO LVL alert may be inoperative provided associated reservoir quantity indication is checked normal on <u>HYD</u> SD page before each departure.		
2)	RSVR LO AIR PRESS	C	3	2	(M) One may be inoperative provided air pressure is verified on the reservoir before each departure.		
3)	RSVR OVHT	C	3	2			
4)	ELEC PUMP FAULT	C	3	0			
5)	PUMP LO PR	C	5	0	(M)(O) May be inoperative provided: a) Associated system pressure indication is operative, and b) If HYD G ENG 1(2)(1+2) PUMP LO PR caution is displayed on ECAM E/WD, associated green pump is verified operative before each departure.		
6)	SYS LO PR	C	3	0	(O) May be inoperative provided associated ECAM system pressure indication is verified to operate normally before each departure.		
7)	RAT Fault	C	1	0	(M) May be inoperative provided RAT integrity is not affected.		
8)	MONITORING FAULT	C	1	0	(M) May be inoperative provided HSMU computer is verified to be properly installed in its rack.		

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		2. NUMBER INSTALLED					
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		4. REMARKS OR EXCEPTIONS					
30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01	Wing Anti-Ice Control Valves	C	4	2	(M)(O) One may be inoperative in open position on each side provided: a) All engines are started on ground using APU bleed air and manual start procedures, b) Associated ECAM procedure is applied after engines are started, and c) Temperature at departure airport is 19 degrees C or below.		
		C	4	0	(M) Except for ER operations beyond 120 minutes, may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.		
11-02	WING pb-sw						
1)	FAULT Light	C	1	0	(O) May be inoperative provided anti-ice “arrow” symbols on ECAM BLEED page operate normally.		
		C	1	0	May be inoperative provided wing anti-ice control valves are considered inoperative in closed position.		
2)	ON Light	C	1	0			

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		4. REMARKS OR EXCEPTIONS				
30. ICE AND RAIN PROTECTION						
Sequence No.	Item	1	2	3	4	Change Bar
11-03	Indications on ECAM BLEED Page					
1)	ANTI-ICE	C	2	0		
2)	Arrow	C	4	0		
21-01	Engine Anti-Ice Valves					
1)	GE CF6-80E1 Series Engines	C	2	1	(M) Except for ER operations, one may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.	
		C	2	0	(M)(O) May be inoperative in open position provided AFM performance penalties are applied.	
(Continued)						

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
21-01	Engine Anti-Ice Valves (Cont'd)						
2)	PW 4000 Series Engines	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative in closed position provided airplane is not operated in known or forecast icing conditions.		
a)	Pressure Regulating Section	A	2	0	(M)(O) One or both may be inoperative in open position provided: a) The associated shutoff section operates normally, b) Performance penalties are applied if engine anti-ice is required for the intended flight, and c) Repairs are made within 10 calendar-days.		
b)	Shutoff Section	A	2	0	(M)(O) One or both may be inoperative in open position provided: a) The associated pressure regulating section is in unlocked (activated) position, b) The associated A.ICE ENG 1(2) REGUL FAULT caution was not displayed on ECAM during previous flight, c) Flight Manual performance penalties are applied, and d) Repairs are made within 10 calendar-days.		
3)	RR TRENT Series Engines	C	2	1	(M) Except for ER operations, one may be inoperative in closed position provided: a) Airplane is not operated in known or forecast icing conditions, and b) Engine has less than 2,000 cycles since new.		
		C	2	0	(M)(O) May be inoperative in open position provided AFM performance penalties are applied.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
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				4. REMARKS OR EXCEPTIONS			
30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
21-02	ENG Anti-Ice pb-sw						
1)	FAULT Lights						
a)	GE CF6-80E1 Series Engines	C	2	1	One may be inoperative provided associated valve is considered inoperative in the closed position.		
		C	2	0	May be inoperative provided associated valve(s) is considered inoperative in the open position.		
b)	PW 4000 Series Engines	C	2	1	One may be inoperative provided the associated engine anti-ice valve is considered inoperative in closed position.		
		A	2	0	May be inoperative provided: a) Pressure regulating section of the associated engine anti-ice valve is considered inoperative in the open position, and b) Repairs are made within 10 calendar-days.		
c)	RR TRENT Series Engines	C	2	1	One may be inoperative provided associated valve is considered inoperative in the closed position.		
		C	2	0	May be inoperative provided associated valve(s) is considered inoperative in the open position.		
2)	ON Lights	C	2	0			

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				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
31-01	Probe Heat Computers	C	3	2	(M) One may be inoperative provided associated probe heating channel operates normally.		
		C	3	2	(M)(O) Except for ER operations beyond 120 minutes, CAPT or F/O computer may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units operate normally, b) Airplane is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.		
		C	3	2	(M) Except for ER operations beyond 120 minutes, STBY computer may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units operate normally, b) Airplane is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.		

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		2. NUMBER INSTALLED			
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		4. REMARKS OR EXCEPTIONS			
30. ICE AND RAIN PROTECTION					
Sequence No.	Item	1	2	3	4
31-02	Pitot Heaters	B	3	2	(M)(O) Except for ER operations beyond 120 minutes, CAPT or F/O heater may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units operate normally, b) Airplane is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.
		B	3	2	(M) Except for ER operations beyond 120 minutes, STBY heater may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units operate normally, b) Airplane is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.
		C	3	2	CAPT or F/O heater may be inoperative provided the associated ADR is considered inoperative.

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			2. NUMBER INSTALLED				
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			4. REMARKS OR EXCEPTIONS				
30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
31-03	Static Ports Heaters	C	6	5	One STBY heater may be inoperative.		
		C	6	4	(M)(O) One or both CAPT heaters may be inoperative provided ADR, heaters, and failure warnings associated with the operative units operate normally.		
		C	6	4	(M)(O) One or both F/O heaters may be inoperative provided ADR, heaters, and failure warnings associated with operative units operate normally.		
		C	6	4	(M) Except for ER operations beyond 120 minutes, one or both STBY heaters may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units operate normally, b) Aircraft is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.		

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		4. REMARKS OR EXCEPTIONS					
30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
31-04	Angle of Attack Probe Heaters	C	3	2	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units operate normally, and b) Airplane is not operated in known or forecast icing conditions.		
		C	3	2	One may be inoperative provided associated ADR is considered inoperative.		
31-05	TAT Probe Heaters	C	2	1			
		C	2	0	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in visible moisture or known or forecast icing conditions.		
31-06	PROBES/WINDOW HEAT pb-sw						
1)	AUTO Control	C	1	0	May be inoperative provided PROBES/WINDOW HEAT system is manually selected.		
2)	ON Light	C	1	0			

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NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Window Heat Computers	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) All heaters and failure warnings on the fixed and sliding windows associated with operative unit operate normally, and c) Approach minimums do not require its use.	
42-02	Fixed Lateral Window and Sliding Window Heating Systems	C	4	0		
42-03	Front Windshield Heating Systems	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Airplane in not operated in known or forecast icing conditions, and b) Approach minimums do not require its use.	

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30. ICE AND RAIN PROTECTION								
Sequence No.	Item	1	2	3	4	Change Bar		
45-01	Windshields Wipers	C	2	0	(O) May be inoperative provided: a) Airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing, and b) Approach minimums do not require its use.			
		C	2	1	(M)(O) May be inoperative provided: a) The affected wiper is deactivated, b) Airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing, and c) Approach minimums do not require its use.			
		B	2	1	One may be inoperative provided associated rain repellent system is installed and operative.			
	1)	Fast Speed	C	2	0	May be inoperative provided slow speed operates normally and approach minimums do not require its use.		
	2)	Slow Speed	C	2	0	May be inoperative provided fast speed operates normally.		
	3)	PARK Function	C	2	0	May be inoperative provided affected wiper can be located in a position that will not obstruct forward vision.		
45-02	Rain Repellent Systems	C	2	0	(M) May be inoperative provided affected wiper is removed and considered inoperative.			

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30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
46-01 ***	Escape Slide Locking Mechanism Ice Protection						
1)	Main Entry Cabin Doors (1, 2, and 4)	D	6	3	(O) The heating function may be inoperative on 50% of the cabin doors provided cabin crews are briefed that if associated door cannot be disarmed, another door may be used (if necessary) to exit the aircraft. NOTE: Slide deployment is not affected by an inoperative heater and the associated door remains fully operative as an emergency exit with the slide armed.		
2)	Emergency Exit Cabin Doors (3)	D	2	0	(O) The heating function may be inoperative on emergency exit cabin doors provided cabin crews are briefed that associated door may not be disarmed. NOTE: Slide deployment is not affected by an inoperative heater and the associated door remains fully operative as an emergency exit with the slide armed.		
71-01	Waste Water Drain Mast Heating System	C	-	0	(M) May be inoperative provided: a) Associated galleys and lavatories are not used, b) Associated lavatory water supplies are closed, and c) Associated lavatory doors are placarded "INOPERATIVE" and locked closed.		
81-01 ***	Advisory Ice Detection System	C	1	0	(O) May be inoperative.		
81-02 ***	External Visual Ice Indicator Lighting	D	1	0			

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31. INDICATING/RECORDING SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
21-01	Electrical Clock (Controls and Indicators)	C	1	0	(O) May be inoperative provided: a) UTC indication from CMC is available on ECAM SD, and b) Chrono indication is available on one Navigation Display (ND). NOTE: For A330 aircraft equipped with P/Ns APE5100-1 (Mod. 46951/MP S14769), during the entire month of February, intermittent erroneous indications (wrong, over-range, or missing digits) of the elapsed time and chronometer functions may occur if the clock is in GPS mode. In that case, the flightcrew must set the clock selector to internal (INT) mode in order to recover the elapsed time and chronometer functions. The clock is considered operative. When the clock is in INT mode, the flightcrew must synchronize the clock with the GPS at least one time per day to comply with the time precision required for ATC data link communication. Refer to FCOM DSC-31-55-20, Operation in Internal Mode.	
30-01	Printer				Deleted, Revision 5. (See item 45-41-01, Printer.)	

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31. INDICATING/RECORDING SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
33-01	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.	
	1)	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.
2)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
33-02	Flight Data Interface Unit (FDIU or FDI MU Flight Data Interface Function)	A	1	0	May be inoperative provided: a) FDR is considered inoperative, and b) Repairs are made within 3 flight days.		
33-03	RCDR GND CTL pb-sw	A	1	0	May be inoperative provided repairs are made within 3 flight days.		
33-04 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided operations or procedures do not require its use.		
36-01 ***	Digital ACMS Recorder (DAR)	D	1	0	May be inoperative provided operations or procedures do not require its use.		
36-02 ***	Data Management Unit (DMU or FDI MU Data Management Function)	D	1	0	May be inoperative provided operations or procedures do not require its use.		
53-01	Flight Warning Computers (FWC)	B	2	1	FWC 2 may be inoperative provided approach minimums do not require its use.		

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
53-03	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.		
1)	Aural Alert	C	-	1			
		C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.		
2)	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.		
55-01	System Data Acquisition Concentrator Unit (SDAC)	B	2	1	SDAC 2 may be inoperative.		

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
56-01	ECAM Control Panel						
1)	System Page Manual Call pb	C	13	0			
2)	CLR pb	C	2	1			
3)	T.O. CONFIG pb	B	1	0			
					(O) May be inoperative provided the aircraft is verified to be in the correct takeoff configuration before each takeoff.		
					NOTE: T.O. CONFIG warning must be operative.		

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31. INDICATING/RECORDING SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
58-01	Warning/Caution Message Logic					
1)	MASTER WARN					
a)	Light	C	2	1		
b)	Cancel Function	C	2	1		
2)	MASTER CAUT					
a)	Light	C	2	1		
b)	Cancel Function	C	2	1		
62-01	Display Management System					
1)	EFIS Portion (Without Mod. 47524)	C	3	2	One may be inoperative on DMC 2 provided EFIS DMC 3 is selected on F/O side.	
2)	ECAM Portion (Without Mod. 47524)	C	3	2	(O) One may be inoperative on DMC 2.	
3)	DMC (With Mod. 47524)	C	3	2	DMC 2 may be inoperative provided EFIS DMC 3 is selected on F/O side.	
63-01	Display Units (DU)	C	6	5	(O) PFD2, ND2, or SD units may be inoperative provided approach minimums do not require their use.	
		C	6	5	(O) Except for ER operations, ND1 unit may be inoperative provided approach minimums do not require its use.	

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
66-02	Engine/Warning Display (E/WD) Indications						
1)	MEMO Messages	C	-	0			
67-02	System Display (SD) Indications						
1)	Permanent Data (TAT, SAT, GLOAD, UTC, GW, GWCG) (Without Mod. 47524)	C	6	1		All indications may be inoperative provided TAT indication is available.	
2)	Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW, GWCG) (With Mod. 47524)	C	7	1		All indications may be inoperative provided TAT indication is available.	

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31. INDICATING/RECORDING SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
68-01	Electronic Instrument System (EIS) Switching						
1)	ECAM SWITCHING Panel						
a)	DMC Switching Selector	C	1	0	(M) May be inoperative provided: a) Selector is in AUTO position, and b) Automatic switching is verified to operate normally.		
b)	ECAM/ND Switching Selector	C	1	0	(O) May be inoperative provided: a) Selector is in NORM position, b) Both ECAM display units operate normally, and c) Automatic switching E/WD to SD operates normally.		
2)	EFIS DMC Panel						
a)	EFIS DMC Transfer Selectors	C	2	1	F/O selector may be inoperative provided: a) F/O selector is in NORM position, and b) EFIS displays operate normally.		
b)	PFD/ND pb	C	2	0	(O) May be inoperative provided: a) Associated PFD and ND units operate normally, and b) PFD to ND automatic switching operates normally.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01 ***	Main Landing Gear Oleo Pressure Indicator (With Mod. 55731 or Mod. 55922)	D	2	0			
31-01	Landing Gear Control and Interface Unit (LGCIU)	C	2	1	(M) LGCIU 2 may be inoperative provided both SFCCs operate normally.		
31-02	Safety Valve						
1)	Channels	C	2	1	(M) One channel may be inoperative provided the other channel is verified to operate normally.		
31-03	Landing Gear Retracting System	A	1	0	(M)(O) May be inoperative for a maximum of three flights provided the airplane is operated in accordance with the AFM supplement for gear down flight.		
33-01	Landing Gear Gravity Extension System	A	1	0	(M)(O) May be inoperative for a maximum of three flights provided the airplane is operated with landing gear down and in accordance with the AFM supplement for gear down flight.		
41-01	Nose Wheel and Main Wheel Tie Bolts (Except for Goodrich-Messier Basic Main P/N 3-1509-2, P/N 3-1509-3)	A	-	-	(M) One tie bolt on one wheel may be broken or missing provided: a) The affected tie bolt is removed, b) The wheel (and associated brake for the main wheel) are verified for absence of damage, and c) Repairs are made within five flights.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
42-01	Main Wheel Brakes	C	8	6	(M)(O) One brake per landing gear may be inoperative provided: a) Affected brake is deactivated or removed, b) Green and blue brake systems associated with operative brakes operate normally, c) Tachometers associated with operative brakes operate normally, and d) AFM performance penalties are applied.		
42-02	Green System Brakes	C	8	6	(M)(O) Braking on one wheel per landing gear may be inoperative provided: a) Green hydraulic supply of affected brake is deactivated, b) Tachometers associated with operative brakes operate normally, c) AFM performance penalties are applied, and d) Blue brake system operates normally.		
42-03	Braking/Steering Control Unit (BSCU) Systems	C	2	1			

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
42-04	AUTO/BRK						
1)	Function	C	1	0	May be inoperative provided approach minimums do not require its use.		
					NOTE: AUTO BRK line of TO MEMO will remain blue with MAX autobrakes inoperative.		
2)	AUTO/BRK Panel Mode Lights (LO, MED, MAX)						
a)	ON	C	3	0	May be inoperative provided Auto Brake indications on ECAM WHEEL page operate normally.		
		C	3	0	May be inoperative provided associated autobrake mode is not used.		
b)	DECEL	C	3	0	May be inoperative provided Auto Brake indications on ECAM WHEEL page operate normally.		
		C	3	0	May be inoperative provided associated autobrake mode is not used.		
42-05	Tachometers	C	8	7	(O) May be inoperative provided: d) AFM takeoff and landing penalties are applied, and e) The AUTO/BRK function is not used.		
42-06	Nose Wheel Brake Pads	C	2	0	(M) May be inoperative provided brake pads are removed.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
42-07	Brake Indications on ECAM WHEEL Page						
1)	Release	C	8	0			
2)	ANTISKID	C	1	0			
3)	AUTO BRK, LO, MED, MAX	C	4	0			
4)	NORM BRK	C	1	0			
44-01	Blue System Brakes	C	8	6	(M) Braking on one wheel per landing gear may be inoperative provided: a) Blue hydraulic supply of affected brake is deactivated, b) Green brake system operates normally, and c) All thrust reversers operate normally.		
44-02	ACCU PRESS Indicator	C	1	0	(O) May be inoperative provided: a) Both BRAKES pressure indicators operate normally, and b) The blue hydraulic pressure on both BRAKES pressure indicators is checked with parking brake ON before each flight.		
44-03	BRAKES Pressure Indicators	C	2	1	(M) One may be inoperative provided: a) Both BSCU systems operate normally, and b) The Alternate braking system is checked operative before the first flight of each day.		
45-02	Parking Brake External Light	C	1	0	(O) May be inoperative provided parking brake status is verified before moving aircraft.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
47-01	Brake Temperature Indications on ECAM WHEEL Page	C	8	4	(M)(O) Up to two brake temperature indications per landing gear may be inoperative provided: a) Associated sensor is deactivated if it triggers BRAKES HOT caution on EWD, and b) Ground brake cooling time is applied.		
		C	8	4	(M)(O) Up to two brake temperature indications per landing gear may be inoperative provided: a) Associated sensor is deactivated if it triggers BRAKES HOT caution on EWD, b) All brake temperatures on the associated landing gear are measured using handheld infrared thermometer before each departure, and c) The temperature of the affected brake is equal to or lower than the highest of the temperatures measured with the infrared thermometer on the non-affected brakes of the same landing gear, before each departure.		
48-01 ***	Brake Fan System	D	1	0			
1)	BRK FAN pb-sw						
a)	HOT Light	C	1	0			
b)	ON Light	C	1	0			
49-01 ***	ECAM Tire Pressure Indications	D	-	0			

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
49-02	Tire Pressure Warnings and Cautions on ECAM E/WD						
1) ***	WHEEL TIRE LO PR	D	1	0	(M) May be inoperative on one or more wheels provided: a) Associated pressure monitoring channel is deactivated if the WHEEL TIRE LO PR caution was triggered erroneously, and b) Tire pressure on affected wheel is verified to be within limits before the first dispatch under present MMEL item and every 3 calendar-days.		
		D	1	0	(M) May be inoperative on all wheels provided: a) The Tire Pressure Indicating Computer (TPIC) is deactivated if the WHEEL TIRE LO PR caution was triggered erroneously, and b) Tire pressure on each wheel is verified to be within limits before the first dispatch under present MMEL item and every 3 calendar-days.		
51-01	Nose Wheel Steering Control System				Deleted, Revision 9.		
51-02	PEDALS DISC pb	C	2	0	(O) May be inoperative in the released position. (No disconnection possible and NWS still available by rudder pedals.)		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
51-03	Nose Wheel Steering Electrical Deactivation Box (For A/C Towing)	C	1	0	(O) May be inoperative. (No towing mode when lever is in TOWING position.)		
		C	1	0	(M)(O) May be inoperative provided the NWS electrical deactivation box is deactivated.		
51-04	NW STEER Indication on ECAM WHEEL Page	C	1	0			

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
53-01 ***	Nose Landing Gear Oversteer System	D	1	0	(M) May be inoperative provided: a) All aircraft towing is performed using a towbar, or using a towbarless vehicle fitted with an operative oversteer detection system, as required by Flight Manual limitations for towbarless operations, and b) Nose wheel steering system is verified for the absence of damage.		
1)	NWS TOWING pb-sw FAULT Light	D	1	0	(M) May be inoperative provided: a) All aircraft towing is performed using a towbar, or using a towbarless vehicle fitted with an operative oversteer detection system, as required by Flight Manual limitations for towbarless operations, and b) Nose wheel steering system is verified for the absence of damage.		
2)	Oversteer Red Light on the Nose Landing Gear	D	1	0			
61-01	LDG Gear Indicator Panel (UNLK and/or Down and Locked Triangle Indications)	B	1	0	(O) May be inoperative provided: a) Both landing gear position indications (on ECAM WHEEL page) for all three landing gear operate normally, and b) Upper and lower ECAM display units operate normally.		

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32. LANDING GEAR							
Sequence No.	Item	1	2	3	4	Change Bar	
61-02	Gear Not Down Indication						
1)	DOWN RED ARROW Light	B	1	0	(M) May be inoperative provided ECAM warning operates normally.		
61-03	Landing Gear Indications on ECAM WHEEL Page						
1)	L/G Position	C	6	0	May be inoperative provided gear position indications are available on LDG GEAR indicator panel.		
2)	UP LOCK	C	3	0			
3)	L/G Doors Position	C	4	0	May be inoperative provided airplane speed does not exceed 250 kt/M 0.55.		
4)	L/G CTL	C	1	0			

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		4. REMARKS OR EXCEPTIONS					
33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
12-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System						
1)	Without Mod. 47244	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, and d) RH dome light and left section of the center instrument panel flood light operate normally. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.		
					(Continued)		

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				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
12-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System (Cont'd)						
2)	With Mod. 47244	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, and d) RH dome light operates normally. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.		

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				4. REMARKS OR EXCEPTIONS			
33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
14-01	Annunciator Light Test and Dimming						
1)	TEST Function	A	1	0	May be inoperative provided: a) Both FWCs operate normally, and b) Repairs are made within 3 flight days.		
2)	DIM Function	C	1	0	May be inoperative for non-night operations provided BRT lighting operates normally.		
3)	BRT Function	C	1	0	May be inoperative for night operations provided both FWC operate normally.		

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4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Passenger/ Supernumerary Lighted Information Signs (No Smoking/ Fasten Seat Belt/ Return To Seat/ No Portable Electronic Devices (PED))					
1)	A330-200, A330-300	C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information (No Smoking/Fasten Seat Belt/Return To Seat/No Portable Electronic Devices) sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded "DO NOT OCCUPY". <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p> <p>(O) May be inoperative and associated passenger seat or lavatory may be occupied provided:</p> <ul style="list-style-type: none"> a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off. 	
		C	-	-		
					(Continued)	

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		4. REMARKS OR EXCEPTIONS				
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
20-01	Passenger/ Supernumerary Lighted Information Signs (No Smoking/ Fasten Seat Belt/ Return To Seat/ No Portable Electronic Devices (PED)) (Cont'd)					
2)	A330-200F	C	-	-	(M) May be inoperative provided: a) Associated supernumerary seat or lavatory is not occupied from which a supernumerary lighted information (No Smoking/ Fasten Seat Belt/Return to Seat/ No Portable Electronic Devices) sign is not readily legible, and b) Associated seat or lavatory must be placarded "DO NOT OCCUPY". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		C	-	-	(O) May be inoperative and associated supernumerary seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify supernumeraries when associated sign(s) are placed on or off.	
20-02 ***	LEAVE MCR Sign (Lower Deck Cabin Crew Rest Compartment)				Deleted, Revision 9. (Moved to item 33-20-04, Leave Compartment Signs.)	

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		4. REMARKS OR EXCEPTIONS					
33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
20-03 ***	Crew Rest Compartment Signs ("NO SMOKING/ FASTEN SEAT BELT") (Flightcrew Rest Compartment, Lower Deck Cabin Crew Rest Compartment, Bulk Crew Rest Compartment, Lower Deck Mobile Crew Rest)	C	-	0	(O) Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when bed belts or seat belts should be fastened.		
		D	-	0	Individual signs may be inoperative provided affected crew rest compartment is locked closed and placarded inoperative.		
1)	With STC No. 02193SE	C	-	0	(O) Individual signs may be inoperative and affected bunk bed may be occupied provided an acceptable procedure is used to notify crewmembers when bed belts should be fastened.		
		D	-	0	Individual signs may be inoperative provided the flightcrew rest compartment is placarded inoperative.		
2)	With STC No. ST11686SE-T	C	-	0	(O) Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when bed belts or seat belts should be fastened.		
		D	-	0	(M)(O) May be inoperative provided effected cabin crew rest compartment is considered inoperative.		
(Continued)							

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		4. REMARKS OR EXCEPTIONS					
33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
20-03 ***	Crew Rest Compartment Signs ("NO SMOKING/ FASTEN SEAT BELT") (Flightcrew Rest Compartment, Lower Deck Cabin Crew Rest Compartment, Bulk Crew Rest Compartment, Lower Deck Mobile Crew Rest) (Cont'd)						
3)	With STC No. ST02440SE	C	-	0	Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when bed belts or seat belts should be fastened.		
		D	-	0	(M)(O) May be inoperative provided affected cabin crew rest compartment is considered inoperative.		
20-04 ***	Leave Compartment Signs						
1)	"LEAVE MCR/ Return To Cabin" (Lower Deck Cabin Crew Rest Compartment) (A330-200, A330-300)	C	-	0	(O) Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when the affected compartment should be evacuated.		
		D	-	0	Individual signs may be inoperative provided affected crew rest compartment is locked closed and placarded inoperative.		
(Continued)							

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
20-04 ***	Leave Compartment Signs (Cont'd)					
2)	"LEAVE LDMCR" (Lower Deck Mobile Crew Rest) (With STC No. ST02440SE)	C	-	0	(O) Individual signs may be inoperative and affected bunk bed or seat(s) may be occupied provided an acceptable procedure is used to notify crewmembers when the affected compartment should be evacuated.	
		D	-	0	Individual signs may be inoperative provided affected crew rest compartment is locked closed and placarded inoperative.	
20-05	Flight Deck AUTO Function of Cabin Signs Switch(es)	C	-	0	(O) May be inoperative provided manual control function operates normally and procedures for its use are established and used.	
21-01	Cabin Light Systems					
1)	Cabin/Supernumerary Compartment					
a)	A330-200, A330-300					
i) ***	With Incandescent Escape Path Marking System	C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.	
(Continued)						

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33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
21-01	Cabin Light Systems (Cont'd)					
1)	Cabin/Supernumerary Compartment (Cont'd)					
a)	A330-200, A330-300 (Cont'd)					
ii) ***	With Photoluminescent Escape Path Marking System	C	-	-	(O) Individual lights may be inoperative provided: a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) Minimum acceptable lighting levels specified in one of the following documents are maintained: 1) FAA engineering approval letter, 2) FAA approved report of the Type Design holder, 3) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or 4) An FAA approved report incorporated in the Master Drawing List for the applicable STC.	
b) ***	A330-200F	C	-	-	The lighting may be degraded provided it is sufficient for supernumeraries to perform their duties.	
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4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Cabin Light Systems (Cont'd)					
2) ***	Flightcrew Rest Compartment	C	-	-	Individual lights may be inoperative provided the lighting is sufficient for the crewmembers to access their bunk bed or seat.	
		D	-	0	May be inoperative provided the flightcrew rest compartment is locked closed and placarded inoperative.	
3) ***	Flightcrew Rest Compartment (With STC No. ST02193SE)	C	-	-	Individual lights may be inoperative provided the lighting is sufficient for the crewmember to access the bunk bed.	
		D	-	0	May be inoperative provided the flightcrew rest compartment is placarded inoperative.	
4) ***	Lower Deck Cabin Crew Rest Compartment (A330-200, A330-300)	C	-	-	Up to 50% of the general illumination may be inoperative.	
		C	-	1	One or more may be inoperative provided the stairway light operates normally.	
		D	-	0	May be inoperative provided the lower deck crew rest compartment is locked closed and placarded inoperative.	
					(Continued)	

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
21-01	Cabin Light Systems (Cont'd)						
5)	Bulk Crew Rest Compartment (With STC No. ST11686SE-T)	C	-	-	Individual lights may be inoperative provided: a) The lighting is sufficient for the crewmember to access the bunk bed, and b) The lighting intensity is acceptable to the flightcrew.		
		D	-	0	(M)(O) May be inoperative provided the bulk crew rest compartment is locked closed, not used, and considered inoperative.		
6)	Lower Deck Mobile Crew Rest (With STC No. ST02440SE)	C	-	0	Individual lights may be inoperative provided: a) The lighting is sufficient for the crewmember to access the bunk bed, and b) The lighting intensity is acceptable to the flightcrew.		
		D	-	0	(M)(O) May be inoperative provided the bulk crew rest compartment is locked closed, not used, and considered inoperative.		
30-01	Cargo and Service Compartment Lighting System	C	1	0			

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
30-02	Leave Compartment Signs (A330-200F With Mod. 200261-Access to MDCC During Flight)	C	10	9	One may be inoperative.		
		C	10	0	All may be inoperative provided that access to the MDCC during flight is not authorized.		
41-01	Navigation Lights Systems						
1)	Aircraft Equipped With One Navigation Lights System	C	1	0	May be inoperative for non-night operations.		
2) ***	Aircraft Equipped With Two Navigation Lights Systems	C	2	1	NAV 1 or NAV 2 system may be inoperative.		
		C	2	0	May be inoperative for non-night operations.		
42-01	Landing Lights	C	2	0	May be inoperative for non-night operation.		
		C	2	1	One may be inoperative provided taxi and takeoff lights operate normally.		
43-01	Runway Turnoff Lights	C	2	0			
46-01	Taxi and Takeoff Lights	C	2	0			
47-01	Logo Lights	D	2	0			

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
48-01	Anti-Collision/Strobe Lighting	C	5	0	(O) May be inoperative for non-night operations.		
1)	Beacon Lights	C	2	0	(O) May be inoperative provided: a) Strobe lights operate normally, and b) Alternate procedures are established and used.		
2)	Strobe Lights	C	3	0			
49-01	Wing and Engine Scan Lighting	C	4	0	(O) May be inoperative provided ground deicing procedures do not require their use.		
50-01	Escape Slide Lighting						
1)	A330-200, A330-300	C	-	-	May be inoperative for non-night operations.		
		A	-	-	May be inoperative provided: a) Associated exit is considered inoperative, and b) Repairs are made within 1 flight day.		
2)	A330-200F	C	2	0	One or both may be inoperative for non-night operation.		
		C	2	1	One may be inoperative provided associated exit is considered inoperative.		
		B	2	0	Both may be inoperative provided associated exits are considered inoperative.		

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
50-03 ***	Flightcrew Rest Compartment						
1)	Overhead Emergency Light	C	1	0	May be inoperative provided emergency wall light operates normally.		
		C	-	0	May be inoperative provided an operative flashlight is available in the flightcrew rest compartment.		
		D	1	0	May be inoperative provided the flightcrew rest compartment is locked closed and placarded inoperative.		
2)	Emergency Wall Light	C	1	0	May be inoperative provided overhead emergency light operates normally.		
		C	-	0	May be inoperative provided an operative flashlight is available in the flightcrew rest compartment.		
		D	1	0	May be inoperative provided the flightcrew rest compartment is locked closed and placarded inoperative.		
3)	Aft Sidewall Wash Light (With STC No. ST02193SE)	D	1	0	May be inoperative provided the flightcrew rest compartment is placarded inoperative.		

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33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
50-04 ***	Lower Deck Cabin Crew Rest Compartment (A330-200, A330-300)						
1)	Overhead Emergency Lights	C	-	1			
		C	-	0	May be inoperative provided an operative flashlight is available in the lower deck cabin crew rest compartment.		
		D	-	0	May be inoperative provided the lower deck cabin crew rest compartment is locked closed and placarded inoperative.		
2)	EXIT Signs	C	-	-	Up to three non-adjacent bulbs or LEDs per sign may be inoperative.		
		C	-	0	May be inoperative provided stairway emergency light operates normally.		
		C	-	0	May be inoperative provided an operative flashlight is available in the lower deck cabin crew rest compartment.		
		D	-	0	May be inoperative provided the lower deck cabin crew rest compartment is locked closed and placarded inoperative.		
3)	EXIT Marker	C	1	0			
50-05	Interior and Exterior Emergency Lighting, Escape Path Markings, Exit Markings, and Flashlights	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.		

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		4. REMARKS OR EXCEPTIONS					
33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
50-06 ***	Bulk Crew Rest Compartment (With STC No. ST11686SE-T)						
1)	Overhead Emergency Lights	C	-	1	May be inoperative.		
		C	-	0	(O) May be inoperative provided an operational flashlight is available in the bulk crew rest compartment.		
		C	-	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is locked closed and not used, and b) Alternate procedures are developed and used.		
2)	EXIT Signs	C	-	-	Up to three non-adjacent bulbs or LEDs per sign may be inoperative.		
		C	-	0	May be inoperative provided stairway emergency light operates normally.		
		C	-	0	May be inoperative provided an operative flashlight is available in the bulk crew rest compartment.		
		C	-	0	(M)(O) May be inoperative provided: a) The bulk crew rest compartment is locked closed and not used, and b) Alternate procedures are developed and used.		

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33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
50-07 ***	Lower Deck Mobile Crew Rest (With STC No. ST02440SE) (Cont'd)					
3)	EXIT Signs	C	-	-	Up to three non-adjacent bulbs or LEDs per sign may be inoperative.	
		C	-	0	May be inoperative provided stairway emergency light operates normally.	
		C	-	0	May be inoperative provided an operative flashlight is available in the Lower Deck Mobile Crew Rest compartment.	
		C	-	0	(M)(O) May be inoperative provided: a) The Lower Deck Mobile Crew Rest is locked closed and not used, and b) Alternative procedures are developed and used.	

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4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cabin Emergency Lighting					
1)	Overhead Emergency Lighting (A330-200, A330-300)	C	-	-	A maximum of three non-adjacent cabin overhead emergency lights may be inoperative.	
2)	Dome Emergency LED Light (A330-200F)	C	2	1	One Dome Emergency LED Light may be missing.	
3)	Lavatory Auxiliary Light	C	-	0		
4)	EXIT Sign (EXIT Marking, EXIT Location)					
a)	A330-200, A330-300	C	-	-	Up to three non-adjacent bulbs or LEDs may be inoperative in one or more signs.	
		A	-	-	One may be inoperative provided: a) Associated exit is considered inoperative, and b) Repairs are made within 1 flight day.	
b)	A330-200F	C	2	-	A maximum of three non-adjacent bulbs or LEDs may be inoperative in one or both signs.	
		C	2	1	One may be inoperative provided associated exit is considered inoperative.	
		B	2	0	Both may be inoperative provided associated exit is considered inoperative.	
					(Continued)	

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		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
33. LIGHTS							
Sequence No.	Item	1	2	3	4	Change Bar	
51-01	Cabin Emergency Lighting (Cont'd)						
	5) Floor Proximity Emergency Escape Path Marking System (A330-200, A330-300)						
	a) Incandescent System	C	1	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.		
	b) Photoluminescent System	C	1	-	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are maintained: a) FAA engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
10-01	ADIRS						
1)	IR	C	3	2	(M)(O) One may be inoperative provided: a) Both flight controls Nz accelerometers operate normally, b) Both flight controls Rate Gyros operate normally, c) For ER operations, IR 2 only may be inoperative, and d) Approach minimums do not require its use. NOTE: If IR 1 is inoperative, the Terrain function of TAWS is inoperative.		
2)	ADR	C	3	2	(O) One may be inoperative provided: a) Affected ADR is selected OFF, b) For ER operations, ADR2 only may be inoperative, and c) Approach minimums do not require its use. NOTE: If ADR 1 is inoperative, the GPWS is inoperative.		

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				4. REMARKS OR EXCEPTIONS			
34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
10-02	ADIRS Panel						
1)	IR Mode Sel	C	3	2	May be inoperative provided associated IR is considered inoperative.		
2)	ON BAT Light	C	1	0			
3)	IR pb-sw						
a)	FAULT Light	C	3	0	(O) May be inoperative provided: a) Associated IR mode selector operates normally, and b) The two ADRs and two IRs associated with the operative IR pushbutton switches are operative.		
b)	OFF Light	C	3	0			
c)	pb-sw	C	3	2			
4)	ADR pb-sw				(O) May be inoperative provided: a) Associated IR mode selector operates normally, and b) The two ADRs and two IRs associated with the operative ADR pushbutton switches are operative.		
a)	FAULT Light	C	3	0			
b)	OFF Light	C	3	0			
c)	pb-sw	C	3	2			
5) ***	DATA Sel	C	1	0			
6) ***	SYS Sel	C	1	0			
7) ***	Display	C	1	0			
8) ***	Keyboard	C	1	0			

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				4. REMARKS OR EXCEPTIONS			
34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
10-03	SWITCHING Panel						
1)	ATT HDG Selector	C	1	0	May be inoperative provided: a) Selector is in NORM position, and b) IR 1 and IR 2 operate normally.		
2)	AIR DATA Selector	C	1	0	May be inoperative provided: a) Selector is in NORM position, and b) ADR 1 and ADR 2 operate normally.		
11-01	Angle of Attack Sensor	C	3	2	May be inoperative provided associated ADR is considered inoperative.		

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				4. REMARKS OR EXCEPTIONS			
34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
13-01	Indications on PFD						
1)	Vertical Speed						
a)	Inertial Mode	C	2	0			
2)	Mach Number	C	2	1			
		C	2	0	May be inoperative provided: a) Airplane remains at or below FL 300, and b) Operations or procedures do not require their use.		
a)	With Mod 47244/ MP S14786	C	2	0	May be inoperative provided ISIS Mach number indication operates normally.		
13-02	Indications on ND						
1)	Ground Speed	C	2	0			
2)	True Airspeed	C	2	0			
3)	Wind	C	2	0			
14-01	Indications on PFD and ND						
1)	ND Heading Display	C	2	1			
2)	MAP Information	C	2	1	May be inoperative on one side provided operations or procedures do not require its use.		
3)	Radio Nav aids	C	-	-	May be inoperative provided operations or procedures do not require its use.		
4)	Chrono	C	2	0			

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				4. REMARKS OR EXCEPTIONS			
34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
14-02	NORTH REF pb-sw	C	1	0	May be inoperative provided operations or procedures do not require its use.		
15-01 ***	Angle of Attack Indicator	D	-	0			
21-01	Standby Airspeed Indicator				May be inoperative provided: a) Operations are conducted in non-night VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.		
1)	Airspeed Bugs	D	4	0			
21-02	Standby Altimeter						
1)	Altitude Bugs	D	4	0			
22-01	Standby Horizon	B	1	0			

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
22-02	Standby Compass					
1)	Indicator	B	1	0	(O) May be inoperative provided: a) The three IRs operate normally, and b) ATT HDG, PFD/ND, and EFIS DMC switching operates normally.	
		B	1	0	May be inoperative provided: a) The three IRs operate normally, and b) DDRMI operates normally.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two IRs are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.	
2)	Lighting	C	1	0		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
22-03	Integrated Standby Instrument System (ISIS)						
1)	Horizon (Attitude) Function	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.		
2)	ILS Function	D	1	0			
3)	Mach Number Function	D	1	0			
4)	Bugs Function	D	1	0			
34-01 ***	Paravisual Indicator (PVI)	D	-	0			
36-01	ILS	C	2	-	As required by 14 CFR.		
37-01 ***	Microwave Landing Systems (MLS)	D	2	-	As required by 14 CFR.		

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				4. REMARKS OR EXCEPTIONS			
34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
40-08 ***	ATSAW Function	D	1	0	May be inoperative.		
41-01	Weather Radar Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.		
1)	Map Mode	C	-	0			
2)	Automatic Gain Control (CAL)	C	-	0	May be inoperative provided radar gain can be manually tuned to receive satisfactory radar returns.		
3)	Turbulence Detection Mode	C	1	0			
4)	Ground Clutter Suppression	C	1	0			
5) ***	Windshear Detection and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.		
					NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures.		
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.		

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SYSTEM & SEQUENCE NO.	ITEM
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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Radio Altimeter Systems	A	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) The associated Radio Altimeter System is deactivated, b) All ADIRS, SFCCs, and LGCIUs operate normally, c) Repairs are made within 3 flight days, and d) Approach minimums do not require its use. <p>NOTE: If Radio Altimeter 1 is inoperative, the GPWS is considered inoperative.</p>	
42-02	Automatic Callout	C	1	0	May be inoperative provided approach minimums do not require its use.	
42-03	Altitude Alerting System				Deleted, Revision 1. (See item 31-53-03, Altitude Alerting System.)	
43-01	Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. <p>NOTE: With Mod. 57794/MP S30415, the ATSAW function is considered inoperative.</p>	
		C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. <p>NOTE: With Mod. 57794/MP S30415, the ATSAW function is considered inoperative.</p>	
					(Continued)	

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		4. REMARKS OR EXCEPTIONS				
34. NAVIGATION						
Sequence No.	Item	1	2	3	4	Change Bar
43-01	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
1)	Combined Traffic Alert (TA) and Resolution Alert (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Functions	C	-	0		

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
48-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
1)	Modes 1–4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
3)	Glideslope Deviation (Mode 5)	C	2	1		
		B	2	0		
4) ***	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

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34. NAVIGATION						
Sequence No.	Item	1	2	3	4	Change Bar
48-01	Ground Proximity Warning System (GPWS) (Cont'd)					
5) ***	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
6)	Terrain Displays	C	2	1		
		B	2	0		
7)	Runway Awareness and Advisory System (RAAS)	C	1	0		
51-01	Distance Measuring Equipment (DME) Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	

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		4. REMARKS OR EXCEPTIONS					
34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: If no ATC is available, the TCAS is considered inoperative.		
		D	2	1	Any in excess of those required by 14 CFR may be inoperative.		
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.		
2)	ADS-B Squitter Transmissions (With Mod. 55661/MP S18779)	D	-	0	May be inoperative provided operations do not require its use.		
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.		
53-01 ***	ADF	D	-	-	Any in excess of those required by 14 CFR may be inoperative.		
55-01	VOR Navigation Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.		
55-02	Marker Beacon	C	-	-	May be inoperative provided approach minimums do not require its use.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
57-01 ***	Radio Magnetic Information Switching and Indicating						
1)	DDRMI (Without Mod. 53622 or With Mod. 53622 and Mod. 54662)						
a)	Compass Card	C	1	0			
b)	VOR Pointers	C	-	-	As required by 14 CFR.		
c)	DME Counters	C	-	-	As required by 14 CFR.		
d)	ADF Pointers	D	-	-	As required by 14 CFR.		
57-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.		
					NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.		
1)	Cockpit display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.		
(Continued)							

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
57-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)						
2)	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew. NOTE: In some aircraft, the Data Link Transmission is an integral part of the transponder and relief is provided in that section.		
3)	Data Link Transmitter(s)	D	-	0			
4)	Data Link Receivers	D	-	0			
5)	ADS-B Applications	D	-	0			

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		4. REMARKS OR EXCEPTIONS				
34. NAVIGATION						
Sequence No.	Item	1	2	3	4	Change Bar
58-01 ***	Satellite Navigation					
1)	Global Positioning System (GPS)					
a)	Without Mod. 55661/MP S18779 (ADS-B OUT Function)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use.	
b)	With Mod. 55661/MP S18779 (ADS-B OUT Function)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: If no GPS is available, the ADS-B Squitter Transmissions are considered inoperative.	
		D	2	0	(O) May be inoperative provided procedures do not require its use.	
					NOTE: If no GPS is available, the ADS-B Squitter Transmissions are considered inoperative.	
61-01	Navigation Database	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	

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		4. REMARKS OR EXCEPTIONS					
35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
10-04	Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)	C	1	0	(O) May be damaged or missing.		
12-01	Crew Oxygen Distribution System						
1) ***	Oxygen Cylinders (Dual System)						
a)	A330-200, A330-300	C	2	1	(M)(O) May be inoperative provided: a) Associated manual isolation valve is selected closed, b) Electrical connector associated with the pressure regulator of the inoperative oxygen cylinder is disconnected and stowed, c) No oxygen circuit leakage is detected, and d) A check is made before each flight to ensure that the remaining flightcrew oxygen is sufficient for the intended flight.		
b)	A330-200F				Refer to item 35-21-03, Gaseous Oxygen Cylinders.		

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		4. REMARKS OR EXCEPTIONS					
35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
13-01	Indications on DOOR/OXY ECAM Page						
1)	OXY High Pressure Indications (A330-200, A330-300)						
a)	Single System	B	1	0	(M) May be inoperative provided oxygen pressure reading is verified before each departure.		
b) ***	Dual System	C	2	1	May be inoperative provided associated oxygen cylinder is considered inoperative and not used.		
2)	CKPT & CAB OXY High Pressure Indications (A330-200F)				Refer to item 35-23-04 1), PAX OXY High Pressure Indication (A330-200, A330 300).		
3)	REGUL LO PR Indication	C	1	0	(M)(O) May be inoperative provided the oxygen pressure is verified before the first flight of each day.		
13-02	CREW SUPPLY pb-sw						
1)	OFF Light	C	1	0			

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		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
20-01 ***	Flightcrew Compartment						
1)	Individual Oxygen Module						
a)	A330-200, A330-300	C	-	-	May be inoperative provided associated bed bunk or seat is placarded "DO NOT OCCUPY".		
		C	-	-	May be inoperative provided airplane remains at or below FL 250.		
		C	-	-	May be inoperative and associated bed bunk or seat occupied provided a portable oxygen bottle and mask are available for the associated bed bunk or seat occupant.		
b)	A330-200F	C	-	-	May be inoperative provided associated bed bunk or seat is placarded "DO NOT OCCUPY".		
		C	-	-	May be inoperative provided airplane remains at or below FL 250.		
		C	-	-	One or more may be inoperative and the associated bed bunk or seat may be occupied provided a portable oxygen bottle and mask, in excess of those required, are available for the associated bed bunk or seat occupant.		

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MMEL TABLE KEY							
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		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
20-02 ***	Lower Deck Cabin Crew Rest Compartment						
1)	Individual Oxygen Module	C	-	-	May be inoperative provided associated bed bunk(s) is placarded "DO NOT OCCUPY".		
		C	-	-	May be inoperative provided airplane remains at or below FL 250.		
		C	-	-	May be inoperative and associated bed bunk occupied provided a portable oxygen bottle and mask are available for the associated bed bunk occupant.		
20-03 ***	Bulk Crew Rest Compartment (With STC No. ST11686SE-T)						
1)	Individual Oxygen Module	C	-	-	(M)(O) May be inoperative provided associated bed bunk(s) is placarded "DO NOT OCCUPY".		
		C	-	-	(O) May be inoperative provided airplane remains at or below FL 250.		
		C	-	-	(M) May be inoperative and associated bed bunk occupied provided a portable oxygen bottle and mask are available for the associated bed bunk occupant.		
2)	DON OXY Mask Light	C	1	0	May be inoperative.		

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MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				
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		4. REMARKS OR EXCEPTIONS				
35. OXYGEN						
Sequence No.	Item	1	2	3	4	Change Bar
20-04 ***	Lower Deck Mobile Crew Rest (With STC No. ST02440SE)					
1)	Individual Oxygen Module	C	-	-	(M)(O) May be inoperative provided associated bed bunk(s) is placarded "DO NOT OCCUPY".	
		C	-	-	(O) May be inoperative provided airplane remains at or below FL 250.	
		C	-	-	(M) May be inoperative and associated bed bunk occupied provided a portable oxygen bottle and mask are available for the associated bed bunk occupant.	
2)	DON OXY Mask Light	C	6	0	May be inoperative.	

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MMEL TABLE KEY							
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				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
21-01	Passenger/ Supernumerary Oxygen Storage						
1)	Individual Cabin Modules						
a)	A330-200, A330-300	B	-	-	May be inoperative provided associated seats are placarded "DO NOT OCCUPY".		
		B	-	-	Modules may be inoperative provided airplane remains at or below FL 250.		
b)	A330-200F	C	-	-	One or more may be inoperative provided associated seats are considered inoperative.		
		B	-	-	Modules may be inoperative provided airplane remains at or below FL 250.		
2)	Galley Modules (A330-200, A330-300)	B	-	-	May be inoperative and associated galley occupied provided airplane remains at or below FL 250.		
		B	-	-	May be inoperative and associated galley occupied provided a portable oxygen bottle and mask are available for the associated galley occupant.		
		B	-	-	May be inoperative provided associated galley is not occupied.		

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MMEL TABLE KEY							
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				4. REMARKS OR EXCEPTIONS			
35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
21-02	Lavatory Oxygen Modules						
1)	A330-200, A330-300	B	-	-	May be inoperative provided lavatory is placarded "INOPERATIVE – DO NOT OCCUPY".		
2)	A330-200F	C	1	0	May be inoperative provided the lavatory is not used.		
		C	1	0	May be inoperative provided a portable oxygen bottle and mask, in excess of those required, is available in the lavatory.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
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		4. REMARKS OR EXCEPTIONS					
35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
21-03 ***	Gaseous Oxygen Cylinders						
1)	A330-200, A330-300	C	-	-	(M) May be inoperative provided: a) The associated manual shutoff valves are selected closed, b) The electrical connector associated with the pressure reducer of the inoperative oxygen cylinder is disconnected and properly stowed (for A330 Enhanced only), c) No oxygen leakage is detected, and d) The oxygen pressure is checked by direct reading on each operative oxygen cylinder before each flight and is sufficient for the intended flight.		
2)	A330-200F	C	-	-	(M) Any in excess of one may be inoperative provided: a) The associated manual shutoff valves are selected closed, b) No oxygen circuit leakage is detected, and c) A check is made before each flight to ensure the oxygen pressure is sufficient for flightcrew and supernumeraries for the intended flight by direct reading on the operating bottle pressure gauge.		
23-01	Passenger Oxygen Manual Control System	C	1	0	May be inoperative provided airplane remains at or below FL 250.		

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		4. REMARKS OR EXCEPTIONS				
35. OXYGEN						
Sequence No.	Item	1	2	3	4	Change Bar
23-02	Passenger Oxygen AUTO Control System	C	1	0	(M) May be inoperative provided: a) Airplane remains at or below FL 300, and b) MAN control function is verified to operate normally.	
		C	1	0	May be inoperative provided airplane remains at or below FL 250.	
23-03	PASSENGER/CAB SYS ON Light	C	1	0		
23-04 ***	Indications on DOOR/OXY ECAM Page (Cabin Fixed Oxygen System)					
1)	PAX OXY High Pressure Indication (A330-200, A330 300)	B	1	0	(M) May be inoperative provided the oxygen pressure is checked by direct reading prior to each flight and is sufficient for the intended flight.	
2)	CKPT & CAB OXY High Pressure (A330-200F)	B	1	0	(M) May be inoperative provided the oxygen pressure is checked to be sufficient for the intended flight by direct reading on the associated cylinder pressure gauges before each flight.	
3)	REGUL LO PR Indication	B	1	0		
23-05 ***	Exterior PAX Oxygen Overpressure Indicator Disc (Green Disc)	C	1	0	(O) May be damaged or missing.	
23-06	CAB OXY pb-sw OFF Light (A330-200F)	C	1	0	May be inoperative.	

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Portable Oxygen Units (Bottle and Mask)	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	
32-01	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	

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				4. REMARKS OR EXCEPTIONS			
36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01	Bleed Air Supply Systems	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Airplane remains at or below FL 370, b) Speedbrake control system operates normally, c) Associated ENG BLEED pb-sw is selected OFF, d) Crossbleed valve is selected OPEN, and e) APU and APU bleed air supply systems operate normally.		
11-02	Bleed Valves	C	2	1	(M) One may be inoperative provided: a) Valve is secured closed, and b) Associated engine bleed air supply system is not used.		
11-03	Overpressure Valves	C	2	1	One may be inoperative provided associated engine bleed air supply system is not used.		
		C	2	0	May be inoperative provided no AIR ENG 1(2) BLEED FAULT caution, due to overpressure, was triggered on ECAM E/WD during previous flight.		
11-04	Fan Air Valves	C	2	1	One may be inoperative provided associated engine bleed air supply system is not used.		
11-05	Bleed Air Precoolers	C	2	1	One may be inoperative provided associated engine bleed air supply system is not used.		

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		4. REMARKS OR EXCEPTIONS					
36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
11-06	IP Check Valves	C	2	1	One may be inoperative provided associated engine bleed air supply system is not used.		
		C	2	1	(M)(O) One may be inoperative in open position provided: a) Associated HP valve is secured closed, b) At low power setting, the associated engine bleed air supply system is not used, and c) The opposite engine bleed air supply system operates normally.		
11-07	HP Valves	C	2	1	One may be inoperative in closed position provided associated engine bleed air supply system is not used.		
		C	2	1	(M)(O)One may be inoperative provided: a) Valve is secured closed, b) At low power setting, the associated engine bleed air supply system is not used, and c) The opposite engine bleed air supply system operates normally.		
		C	2	1	(O) One may be inoperative in closed position provided: a) At low power setting, the associated engine bleed air supply system is not used, and b) The opposite engine bleed air supply system operates normally.		

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				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
11-08	Bleed Monitoring Computers (BMC)						
1)	Without Mod. 52260/ MP D44330 or Mod. 55198/ MP D46286	C	2	1	BMC 2 may be inoperative.		
		C	2	1	BMC 1 may be inoperative provided the APU Leak Detection Loop is considered inoperative.		
2)	With Mod. 52260/ MP D44330 or Mod. 55198/ MP D46286	C	2	1	One may be inoperative.		
12-01	APU Bleed Air Supply System	C	1	0	(O) Except for ER operations beyond 180 minutes, may be inoperative provided APU BLEED pb-sw remains off.		
12-02	APU Bleed Valve	C	1	0	(M) May be inoperative in secured closed position provided APU bleed air supply system is considered inoperative.		
		C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative in open position provided APU is not used.		
12-03	APU Bleed Check Valve	C	1	0	(O) Except for ER operations beyond 180 minutes, may be inoperative provided APU bleed air supply system is not used.		

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		4. REMARKS OR EXCEPTIONS					
36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
12-04	Crossbleed Valve						
1)	Automatic Control	C	1	0	(O) May be inoperative provided manual control is verified to operate normally.		
2)	Manual Control	C	1	0	(O) May be inoperative provided automatic control is verified to operate normally.		
20-01	ENG BLEED pb-sw						
1)	FAULT Light	C	2	0	May be inoperative provided associated BMC operates normally.		
2)	OFF Light	C	2	0			
20-02	APU BLEED pb-sw						
1)	FAULT Light	C	1	0			
2)	ON Light	C	1	0			

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		4. REMARKS OR EXCEPTIONS					
36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
20-03	Indications on ECAM BLEED Page						
1)	Engine Precooler Pressure	C	2	0			
2)	Engine Precooler Outlet Temperature	C	2	0			
3)	Engine Bleed Valve	C	2	0			
4)	Engine HP Valve	C	2	0			
5)	APU Bleed Valve	C	1	0	(O) May be inoperative provided: a) The automatic control of the crossbleed valve is considered inoperative, and b) Alternate procedures are established and used.		
6)	Crossbleed Valve	C	1	0			
22-01	Pylon Leak Detection Loops				Deleted, Revision 9. (See item 36-23-01 1), AIR ENG 1(2) BLEED LEAK, for relief.)		
22-02	Wing Leak Detection Loops				Deleted, Revision 7. (This is a MAINTENANCE STATUS message.)		

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1. REPAIR CATEGORY

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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
22-03	APU Leak Detection Loop					
1)	Without Mod. 52260/ MP D44330 or Mod. 55198/ MP D46286	C	1	0	(M) May be inoperative provided: a) The APU check valve is removed and replaced by a cover plate, and b) The APU bleed air supply system is considered inoperative.	
		A	1	0	(M) May be inoperative for three flights provided: a) The APU check valve is checked operative before each flight, and b) The APU bleed air supply system is considered inoperative.	
		C	1	0	(O) Except for ER operations, may be inoperative provided: a) Airplane remains at or below FL 350 (A330-200, A330-200F) or FL 370 (A330-300), b) The <u>AIR</u> APU BLEED LEAK alert and the APU LEAK FED BY ENG line were not displayed during the previous flight, c) The ENG 1 BLEED pb-sw is set to OFF, d) The PACK 1 pb-sw is set to OFF, e) The X-BLEED selector is set to CLOSE, f) The APU BLEED pb-sw is set to OFF, g) The PACK 2 operates normally, h) Speed brakes operate normally, and i) The aircraft is not operated in known or forecast icing conditions along the intended route.	
					(Continued)	

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			4. REMARKS OR EXCEPTIONS				
36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
22-03	APU Leak Detection Loop (Cont'd)						
2)	With Mod. 52260/ MP D44330 or Mod.55198/ MP D46286	C	2	0	(M) May be inoperative provided: a) The APU check valve is removed and replaced by a cover plate, and b) The APU bleed air supply system is considered inoperative. NOTE: Failure of a single loop is indicated by a MAINTENANCE STATUS message.		
		A	2	0	(M) May be inoperative for three flights provided: a) The APU check valve is checked operative before each flight, and b) The APU bleed air supply system is considered inoperative. NOTE: Failure of a single loop is indicated by a MAINTENANCE STATUS message.		

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				4. REMARKS OR EXCEPTIONS			
36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
22-03	APU Leak Detection Loop (Cont'd)						
2)	With Mod. 52260/ MP D44330 or Mod.55198/ MP D46286 (Cont'd)						
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Airplane remains at or below FL 350 (A330-200, A330-200F) or FL 370 (A330-300), b) The AIR APU BLEED LEAK alert and the APU LEAK FED BY ENG line were not displayed during the previous flight, c) The ENG 1 BLEED pb-sw is set to OFF, d) The PACK 1 pb-sw is set to OFF, e) The X-BLEED selector is set to CLOSE, f) The APU BLEED pb-sw is set to OFF, g) The PACK 2 operates normally, h) Speed brakes operate normally, and i) The aircraft is not operated in known or forecast icing conditions along the intended route. NOTE: Failure of a single loop is indicated by a MAINTENANCE STATUS message.		

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		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
23-01	Warning and Caution on ECAM EWD						
1)	AIR ENG 1(2) BLEED LEAK	C	2	1	(M) May be displayed on ECAM EWD provided: a) There is no pylon air leakage, and b) Associated pylon loop is deactivated.		
2)	AIR APU BLEED LEAK-APU LEAK FED BY ENG	C	1	0	(M) May be displayed on EWD provided: a) There is no air leakage in the APU bleed air duct, b) The APU leak detection system is deactivated, c) The APU check valve is removed and replaced by a cover plate, and d) The APU bleed air supply system is considered inoperative.		
		A	1	0	(M) May be displayed on EWD for three flights provided: a) There is no air leakage in the APU bleed air duct, b) The APU leak detection system is deactivated, c) The APU check valve is verified to operate normally before each flight, and d) The APU bleed air supply system is considered inoperative.		

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4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	

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		4. REMARKS OR EXCEPTIONS				
38. WATER/WASTE						
Sequence No.	Item	1	2	3	4	Change Bar
30-01	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a FWD Deck lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	
1)	Vacuum Generator Systems (Toilet)	C	2	0	(M)(O) May be inoperative provided: a) Vacuum generator is deactivated, and b) Procedures are established and used to only allow use of the associated lavatory at or above 16,000 feet MSL.	

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45. CENTRAL MAINTENANCE SYSTEM						
Sequence No.	Item	1	2	3	4	Change Bar
10-01	CMC 1 pb-sw (Without Mod. 58416)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
13-01	Central Maintenance Computer(s) (CMC)					
1)	Without Mod. 58416	C	2	1		
		C	2	0		
2)	With Mod. 58416	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
22-01	Up and Down Data Loading System Acquisition/Interface					
1)	DATA LOADER Rotary Selector (With Mod. 40783)	C	2	0		
2)	DATA LOADING SELECTOR (DLS) (With Mod. 50021)	C	1	0		
3)	Data Loading Routing Box (DLRB) (With Mod. 50021)	C	1	0		
23-01	Multipurpose Disk Drive Unit (MDDU)	C	1	0		

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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
31-01 ***	Electronic Library System (ELS)	C	1	0		
41-01	Printer	C	1	0		

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46. INFORMATION SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01 ***	Electronic Flight Bag Systems (EFBs)						
1) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used.		
					NOTE: Any function, program, or document which operates normally may be used.		
		D	-	0	May be inoperative provided procedures do not require its use.		
2) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.		
		D	-	0	May be inoperative provided procedures do not require its use.		
3) ***	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.		
		D	-	0	May be inoperative provided procedures do not require its use.		
4) ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.		
		D	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.		

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46. INFORMATION SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
21-01 ***	Air Traffic Service Unit (ATSU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any ATSU function or mode that operates normally may be used.		
21-02 ***	Data Link Control Display Units (DCDU)	C	2	1			
		C	2	0	(O) May be inoperative provided alternate procedures are developed and used.		
		D	2	0	May be inoperative provided procedures do not require its use.		
21-03 ***	ATC MSG pb	C	2	1			
		C	2	0	(O) May be inoperative provided alternate procedures are developed and used.		
		D	2	0	May be inoperative provided procedures do not require its use.		
1)	ATC MSG Lights	D	2	0			

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4. REMARKS OR EXCEPTIONS

47. INERT GAS SYSTEM

Sequence No.	Item	1	2	3	4	Change Bar
10-01	FUEL TANK INERTING SYSTEM (With Mod. 58723)	A	1	0	May be inoperative provided repairs are made within 20 flight days.	

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		4. REMARKS OR EXCEPTIONS				
49. AIRBORNE AUXILIARY POWER						
Sequence No.	Item	1	2	3	4	Change Bar
11-01	APU System	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided the APU MASTER sw is set to OFF.	
		C	1	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided APU is deactivated or removed.	
16-01	APU Air Intake Flap	C	1	0	(M) May be inoperative in open position.	
		C	1	0	May be inoperative provided APU is not used.	
30-01	APU AFT Fuel Pump	C	1	0	May be inoperative provided: a) The forward APU pump operates normally, and b) APU is not used in flight above FL 255.	
		C	1	0	May be inoperative provided APU is not used.	
30-02	APU Isol Valve	C	1	0	(M) May be inoperative closed provided APU is not used.	
30-03	APU LP Valve	C	1	0	(M) May be inoperative closed provided APU is not used.	
60-01	MASTER SW pb-sw					
1)	FAULT Light	C	1	0	May be inoperative provided N and EGT indications are available on ECAM APU page.	
2)	ON/R Light	C	1	0		

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		4. REMARKS OR EXCEPTIONS					
49. AIRBORNE AUXILIARY POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
60-02	START pb-sw						
1)	AVAIL Light	C	1	0	May be inoperative provided AVAIL or N indications are available on ECAM APU page.		
2)	ON Light	C	1	0			
70-01	ECAM APU Page Indications						
1)	APU Indications	C	-	0	May be inoperative provided procedures do not require their use.		
2)	APU GEN Parameters	C	-	0	Except for ER operations beyond 120 minutes, may be inoperative provided both AC main generators are operative.		
3)	LOW OIL LEVEL Message	B	-	0	(M) May be inoperative provided: a) Oil level is verified before each refueling, and b) There is no evidence of abnormal consumption or leakage.		

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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Main Entry Door/Slides					
1)	A330-200, A330-300	A	-	-	(M)(O) One may be inoperative or one slide missing provided: a) All other main entry doors are fully operational, b) Affected door is not used for passenger loading, c) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, d) Emergency exit signs and floor proximity lights associated with the inoperative exit must be covered to obscure the signs and lights,	
(Continued)						

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		4. REMARKS OR EXCEPTIONS					
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
10-01	Main Entry Door/Slides (Cont'd)						
1)	A330-200, A330-300 (Cont'd)					e) Passengers must be briefed not to use the affected door, f) All passenger seats halfway to the next exit in each direction from the inoperative door, across the entire width of the airplane, shall be blocked-off with conspicuous tapes or ropes that contrast with the interior prior to loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles, and exit areas must not be blocked. (For an inoperative forward door/slide, the blocked seating area shall extend from the forward cabin end, rearward to a line halfway between the inoperative forward door and the next set of doors aft of the inoperative one. For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward of the inoperative one.),	
						(Continued)	

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52. DOORS						
Sequence No.	Item	1	2	3	4	Change Bar
10-01	Main Entry Door/Slides (Cont'd)					
1)	A330-200, A330-300 (Cont'd)				g) Conspicuous signs and placards shall be placed in appropriate locations indicating these seats are not to be occupied by passengers, h) Seating capacity must not exceed the rated capacity of the remaining pairs of exits, i) For extended range/overwater operations, occupancy shall not exceed the normal rated capacity of the slide/rafts or the remaining slide/rafts, or the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least, j) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA Certificate-Holding District Office for inclusion in the operator's manual, and k) Repairs are made within 1 flight day.	
					NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed. NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas.	
						(Continued)

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		4. REMARKS OR EXCEPTIONS					
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
10-01	Main Entry Door/Slides (Cont'd)						
1)	A330-200, A330-300 (Cont'd)	C	-	1	(M)(O) May be inoperative or slide missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency, d) Inoperative exits are conspicuously identified as inoperative, e) Any emergency exit sign and floor proximity lights associated only with the inoperative exit(s) are covered to obscure the sign and lights, f) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s), and g) Alternate procedures are established and used.		
2)	A330-200F	C	2	1	One door/slide may be inoperative or slide missing.		
		B	2	0	(O) Both doors/slides may be inoperative or slides missing provided: a) Only essential crewmembers, including official observer(s) in the observer seat(s), are allowed on the flight, and b) An alternate means of egress is available.		

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52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
10-03	Passenger/ Supernumerary Compartment Exit Stop Fitting	C	-	-	One per exit may be inoperative provided airplane remains unpressurized.		
		A	-	-	(M) One per exit may be inoperative provided: a) There is no visible damage on other stop fittings for affected door, b) Stop fittings at beams 1, 2, 7, and 8 on both No. 1 doors operate normally, and c) Repairs are made within 10 flights.		
10-04	Door Damper and Emergency Operation						
1)	Damper Function						
a)	A330-200, A330-300	C	8	0			
b)	A330-200F	C	2	0			
2)	Emergency Opening Function						
a)	A330-200, A330-300	A	8	7	One may be inoperative provided: a) Affected exit is considered inoperative, and b) Repairs are made within 1 flight day.		
b)	A330-200F	C	2	1	One may be inoperative provided the affected exit is considered inoperative.		
		B	2	0	(O) Both may be inoperative provided: a) The affected exits are considered inoperative, b) Only essential crew members, including official observer(s) in the observer seat(s), are allowed on the flight, and c) An alternative means of egress is available.		

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52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
10-05	Door Bottle Pressure Indication				Deleted, Revision 9. (See item 23-73-02 6), Door Bottle Pressure Indication on FAP, for relief.)		
10-06	Passenger/ Supernumerary Compartment Door Stay Mechanism						
1)	A330-200, A330-300	A	8	7	One may be inoperative provided: a) Affected exit is considered inoperative, and b) Repairs are made within 1 flight day.		
2)	A330-200F	C	2	1	One may be inoperative provided the affected exit is considered inoperative.		
		B	2	0	Both may be inoperative provided the affected exits are considered inoperative.		
10-07	Passenger/ Supernumerary Compartment Door Spring Rod Assembly						
1)	A330-200, A330-300	C	8	0	(M) May be inoperative provided affected spring rod assembly is removed.		
2)	A330-200F	C	2	0	(M) May be inoperative provided affected spring rod assembly is removed.		
30-01	Cargo Doors	C	-	0	May be inoperative in closed and locked position provided they are indicated locked on ECAM DOOR/OXY page.		
30-02	Cargo Door Actuators	C	-	0	(M) May be inoperative provided: a) Integrity of yellow hydraulic system is not affected, and b) Affected door is manually operated with a crane.		

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52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
30-03	Lower Deck Cargo Door Latching Hooks, Spools, and Bolts	C	-	-	(M) One latching hook, spool, or bolt per door may be inoperative provided: a) Remainder are normal, b) All hinge arms and hinge bolts are without damage, and c) Flight is conducted in an unpressurized configuration.		
30-04	Lower Deck Cargo Door Hinge Arm or Hinge Bolts	C	-	-	(M) One hinge arm or bolt per door may be inoperative provided: a) Remainder are normal, b) All latching hooks, spools, and bolts are without any damage and, c) Flight is conducted in an unpressurized configuration.		
30-06	Cargo Door Electrical Control	C	-	0	May be inoperative provided the associated door can be operated using the hand pump.		
		C	-	0	May be inoperative provided the associated door is not used.		
30-07	Cargo Door Open/Locked Indicator Light	D	2	0	(O) May be inoperative provided the affected cargo door is in the fully open position during loading and unloading operations.		
30-08	Main Deck Cargo Door Piano Hinge Lugs, Latching Hook, Spool, and Bolt (A330-200F)	C	-	-	(M) One latching hook, spool, or bolt may be inoperative provided: a) All the other latching hooks, spools, bolts, and hinge lugs are without any damage, and b) Flight is conducted in an unpressurized configuration.		
		C	-	-	(M) One of two piano hinge lugs may be inoperative provided: a) All the other latching hooks, spools, bolts, and hinge lugs are without any damage, and b) The flight is conducted in an unpressurized configuration.		

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
50-01 ***	Flight Deck Door Lock Solenoid				Deleted, Revision 12.	
50-02	Cockpit Door Locking System (Automatic System) 14 CFR § 25.795 Compliant					
1)	A330-200, A330-300 (With Mod. 50014/ MP D44099)	A	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within 2 flight days.	
a)	Cockpit Door Toggle Switch					
i)	UNLOCK Function	B	1	0	(O) May be inoperative provided: a) LOCK and NORM functions are verified to operate normally, and b) Alternate procedures are established and used.	
ii)	LOCK Function	B	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, b) UNLOCK and NORM functions are verified to operate normally, and c) Alternate procedures are established and used.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
50-02	Cockpit Door Locking System (Automatic System) 14 CFR § 25.795 Compliant (Cont'd)					
1)	A330-200, A330-300 (With Mod. 50014/ MP D44099) (Cont'd)					
b)	OPEN Light	B	1	0	(O) May be inoperative provided: a) Door buzzer is considered inoperative, and b) Alternate procedures are established and used.	
c)	FAULT Light	C	1	0	(O) May be inoperative provided: a) NORM and LOCK functions are verified to operate normally, b) Control Unit LEDs operate normally, and c) Alternate procedures are established and used.	
d)	Buzzer	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
e)	Keypad	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
i)	LEDs	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
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52. DOORS						
Sequence No.	Item	1	2	3	4	Change Bar
50-02	Cockpit Door Locking System (Automatic System) 14 CFR § 25.795 Compliant (Cont'd)					
1)	A330-200, A330-300 (With Mod. 50014/ MP D44099) (Cont'd)					
f)	Pressure Rate Sensors	C	2	1		
		A	2	0	May be inoperative provided repairs are made within 2 flight days.	
g)	Door Release Strikes (Catch Spring, Solenoid, Bolt)	C	3	2	(M) One may be inoperative provided associated door release strike is removed.	
					NOTE: Application of the maintenance procedure is only necessary when the inoperative door release strike is failed in locked position.	
h)	Control Unit LEDs	C	5	0	(O) May be inoperative provided associated FAULT light is verified to operate normally.	
2)	A330-200F (With Mod. 58673/ MP D57209)	D	1	0	(O) May be inoperative provided: a) It is deactivated in the unlocked position, and b) It is not required by operational regulations for the intended flight.	

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52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
50-03 ***	Cockpit Door Secondary Locking System (Deadbolt) 14 CFR § 25.795 Compliant	C	1	0			
1)	A330-200, A330-300 (With Mod. 52586/MP D47666)	C	1	0	May be inoperative provided primary locking system operates normally.		
2)	A330-200F (With Mod. 58673/MP D57209)	D	1	0			
50-04 ***	Cockpit Door Secondary Barrier (With STC No. ST11686SE-T)	D	1	0	(M) May be inoperative provided: a) The secondary barrier is stowed open or not used, and b) Procedures do not require its use.		
70-01	DOOR Indications on ECAM DOOR/OXY Page	C	-	0	(M)(O) May be inoperative provided visual verification is made before each departure that affected doors are closed and locked. NOTE: If the PSCU or at least one proximity switch is the cause of a door caution, aircraft will not pressurize.		

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		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
71-01	Door and Escape Slide Control System						
1)	Proximity Switch Control Unit (PSCU)	C	1	0	(M)(O) May be inoperative provided: a) A visual verification is made before each departure that affected doors are closed and locked, and b) Airplane remains unpressurized.		
2)	Proximity Switch						
a)	Passenger Doors, Lower Deck Forward, Aft, and Bulk Cargo Doors (A330-200, A330-300 Without Mod. 56338/MP D46296)	C	-	0	One or more may be inoperative provided the PSCU is considered inoperative.		
		B	-	-	(M) One may be inoperative for pressurized flight provided: a) Associated door locking mechanisms are verified to operate normally, b) The dummy proximity switch is connected to the PSCU in place of the inoperative proximity switch, and c) A visual verification is made before each departure that affected doors are closed and locked. NOTE: If affected door is reopened, the complete maintenance procedure must be repeated.		
						(Continued)	

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		4. REMARKS OR EXCEPTIONS					
52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
71-01	Door and Escape Slide Control System (Cont'd)						
2)	Proximity Switch (Cont'd)						
b)	Passenger Doors (No. 1, 2, and 4) Lower Deck Forward, Aft, and Bulk Cargo Doors (A330-200, A330-300 With Mod. 56338/ MP D46296)	C	-	0	One or more may be inoperative provided the PSCU is considered inoperative.		
		B	-	-	(O) One may be inoperative for pressurized flight provided: a) Associated door locking mechanisms operate normally, b) The door override procedure is applied before each flight, and c) A visual verification is made before each departure that affected doors are closed and locked. NOTE: If affected door is reopened, the complete maintenance procedure must be repeated.		
(Continued)							

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
71-01	Door and Escape Slide Control System (Cont'd)					
2)	Proximity Switch (Cont'd)					
c)	Cabin Emergency Passenger Doors (No. 3) (A330-200, A330-300 With Mod. 56338/MP D46296)	C	-	0	One or more may be inoperative provided the PSCU is considered inoperative.	
		B	2	1	(M) One may be inoperative for pressurized flight provided: <ul style="list-style-type: none"> a) Associated door locking mechanisms are verified to operate normally, b) The door override procedure is applied before each flight, c) A visual verification is made before each departure that affected doors are closed and locked, and d) All other door proximity switches are operative. <p>NOTE: If affected door is reopened, the complete maintenance procedure must be repeated.</p>	
					(Continued)	

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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
71-01	Door and Escape Slide Control System (Cont'd)					
2)	Proximity Switch (Cont'd)					
d)	Entry Doors, Lower Deck Forward, Aft, and Bulk Cargo Doors (A330-200F)	C	-	0	One or more may be inoperative provided the PSCU is considered inoperative.	
		B	-	-	(O) One may be inoperative for pressurized flight provided: <ul style="list-style-type: none"> a) Associated door locking mechanisms operate normally, b) The door override procedure is applied before each flight, and c) A visual verification is made before each departure that affected doors are closed and locked. <p>NOTE: If affected door is reopened, the complete maintenance procedure must be repeated.</p>	
e)	Avionics Doors	C	1	0	(M)(O) May be inoperative provided prior to each departure: <ul style="list-style-type: none"> a) A visual verification is made that avionics door is closed and locked, and b) The door is pushed against to ensure it is closed and locked. <p>NOTE: If avionics door is reopened, the complete maintenance procedure must be repeated.</p>	
					(Continued)	

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52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
71-01	Door and Escape Slide Control System (Cont'd)						
2)	Proximity Switch (Cont'd)						
f)	Main Deck Cargo Door (A330-200F)	B	8	7	(O) One may be inoperative and the aircraft can be pressurized provided: <ul style="list-style-type: none"> a) The associated door locking mechanisms are checked to be functional before each flight, and b) The door override procedure is applied before each flight, and c) A visual check is made to confirm that the associated door is closed and locked before each flight. NOTE: Depending on the affected proximity switch, the automatic opening/closing function of the main deck cargo door may be inoperative. In this case, the main deck cargo door needs to be operated manually.		
						(Continued)	

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52. DOORS							
Sequence No.	Item	1	2	3	4	Change Bar	
71-01	Door and Escape Slide Control System (Cont'd)						
3)	SLIDE ARMED Light						
a)	A330-200, A330-300	C	8	0	(O) May be inoperative provided alternate procedures are developed and used.		
b)	A330-200F	C	2	0	(O) May be inoperative provided alternate procedures are developed and used.		
4)	CABIN PRESSURE Light (Passenger/Entry Doors, Lower Deck Forward, and Aft Cargo Doors)						
a)	A330-200, A330-300	C	10	0			
b)	A330-200F	C	6	0			

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56. WINDOWS							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01	Front Windshields				Relief deleted with Revision 12. NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual.		
11-02	Fixed Lateral Windows				Relief deleted with Revision 12. NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual.		
12-01	Sliding Windows				Relief deleted with Revision 12. NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual.		
21-01	Cabin Windows				Relief deleted with Revision 12. NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual.		

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			4. REMARKS OR EXCEPTIONS				
73. ENGINE FUEL AND CONTROL							
Sequence No.	Item	1	2	3	4	Change Bar	
20-01	Flex Takeoff Mode	C	2	0	May be inoperative provided takeoff is performed in TOGA or derated mode.		
20-02	Minimum Idle on Ground	C	2	0	(O) May be inoperative provided AFM performance penalties are applied.		
20-03 ***	Derated Takeoff Mode	D	2	0	May be inoperative provided takeoff is performed in TOGA or FLX mode.		
20-04 ***	Engine Thrust Bump (GE Engines)	D	2	0	May be inoperative provided benefit of bump is not taken into account for determination of takeoff performance.		
21-01	Items Affecting the Aircraft Fuel Consumption (PW 4000 Series Engines)	C	-	-	One or more items affecting the aircraft fuel consumption (signaled by ENG INCREASED FUEL BURN caution on ECAM E/WD) may be inoperative on one or both engines provided fuel consumption increase of 2% is applied.		

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4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
25-01	FADEC (Cont'd)					
5)	A/C 115 V AC Power Supply Channel A (RR Trent Series Engines)	C	2	1	(O) Except for ER operations, one may be inoperative.	
6)	A/C 115 V AC Power Supply Channel B (RR Trent Series Engines)	C	2	0	(O) One or both may be inoperative.	

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73. ENGINE FUEL AND CONTROL					
Sequence No.	Item	1	2	3	4
25-02	EIU	C	2	1	<p>(M)(O) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated N₁ and N₂ vibrations are considered inoperative, b) Autothrust function is considered inoperative, c) Minimum idle on ground is considered inoperative, d) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one unavailable thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and e) Appropriate performance adjustments for an inoperative thrust reverser are applied. <p>NOTE: Associated thrust reverser is not available.</p>

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73. ENGINE FUEL AND CONTROL							
Sequence No.	Item	1	2	3	4	Change Bar	
30-01	Indications on ECAM						
1)	Fuel Used Indications (Without Mod. 57115/ MP S30194)	C	2	1	One may be inoperative provided associated inner, outer, and center (A330-200, A330-300 with Mod. 204025/MP H16690) tank fuel quantity indications for tanks containing usable fuel are operative.		
2)	Fuel Used Indications (With Mod. 57115/ MP S30194)	C	2	1	One may be inoperative provided associated inner, outer, and center (A330-200, A330-300 with Mod. 204025/MP H16690) tank fuel quantity indications for tanks containing usable fuel are operative.		
		D	2	1	One may be in degraded mode (Last three green digits with amber dashes). NOTE: Fuel used indication on the ENG SD page in degraded mode is considered operative.		
		C	2	0	Both may be in degraded mode (Last three green digits with amber dashes). NOTE: Fuel used indication on the ENG SD page in degraded mode is considered operative.		
3)	Fuel Filter Clog Indications	C	2	0			

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4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
30-03	Warning and Caution on ECAM EWD					
1)	ENG 1(2) FUEL FILTER CLOG					
a)	PW 4000 and RR Trent Series Engines	C	2	1	(M)(O) One may be inoperative provided associated filter is replaced once each flight day or every 15 flight-hours, whichever occurs first.	
b)	GE CF6-80E1 Series Engines	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) The alert is confirmed to be false by troubleshooting, and b) The associated fuel filter is replaced before the first dispatch under present item and then every 15 flight-hours. 	
2)	ENG THRUST LOSS	C	1	0	(O) May be inoperative provided takeoff performance is based on all bleed systems selected on: <ul style="list-style-type: none"> • Both engine bleed air supply systems, • Both air conditioning packs, • All wing anti-ice control valves, and • Both engine anti-ice valves. 	
3)	ENG 1(2) FADEC IDENT FAULT (RR TRENT Series Engines)	C	2	0	(M) May be inoperative provided there is no disagreement between the associated engine identification contained in the FADEC and the identification written on the engine plate.	
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4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
30-03	Warning and Caution on ECAM EWD (Cont'd)					
4)	ENG 1(2) LP SHAFT PROT LOSS (RR TRENT Series Engines)	B	2	1	One may be displayed on ECAM EWD.	
5)	ENG 1(2) XWIND PROT FAULT (RR TRENT Series Engines)	A	2	0	(O) Dispatch is allowed provided: a) The ENG 1(2) XWIND PROT FAULT - ENG 1(2) SLOW RESPONSE caution was not displayed during previous airborne phase, and b) Repairs are made within a period of time not exceeding 300 flight-hours or 20 consecutive calendar-days, whichever occurs first.	

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4. REMARKS OR EXCEPTIONS

74. IGNITION

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Ignition Emergency Power Supply Systems (RR TRENT Series Engines)	C	2	1	(O) Except for ER operations, one may be inoperative.	
31-01	Ignition Systems					
1)	System A					
a)	PW 4000 Series Engines (With Mod. 45686)	C	2	0	(O) May be inoperative provided: a) Associated system B operates normally, and b) Associated IGN SUPPLY selector is selected ALTN before engine start.	
b)	RR TRENT Series Engines	C	2	0	(O) May be inoperative provided associated system B operates normally.	
2)	System B	C	2	0	(O) May be inoperative.	

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4. REMARKS OR EXCEPTIONS

74. IGNITION

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Indications on ECAM ENGINE Page					
1)	Selected Igniter					
a)	GE CF6-80E1 and PW 4000 Series Engines	C	4	0	(M) May be inoperative provided associated ENG 1(2) IGN A(B)(A+B) FAULT caution operates normally on ECAM EWD.	
b)	RR TRENT Series Engines	C	4	0	(M) May be inoperative provided associated ignition system is verified to operate normally.	
31-03	Warning and Caution on ECAM EWD					
1)	ENG 1(2) IGN A(B) (A+B) FAULT	C	6	3	(M) Three may be inoperative provided associated ignition system is verified to operate normally.	

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75. BLEED AIR							
Sequence No.	Item	1	2	3	4	Change Bar	
24-01	HPTCC Valve (PW 4000 Series Engines)	C	2	0	(M)(O) May be inoperative in closed position.		
24-02	LPTCC Valve (PW 4000 Series Engines)	C	2	0	(M)(O) May be inoperative in closed position.		
25-01	Core Compartment Cooling Valve (GE CF6-80E1 Series Engines)	C	2	0	(M) May be inoperative in locked open position.		
26-01	IDG Air Shutoff Valve (GE CF6-80E1 Series Engines)	C	2	0	(M)(O) May be inoperative in locked open position.		
26-02	Nacelle Core Compartment Cooling Valve (PW 4000 Series Engines)	A	2	0	(M) May be inoperative provided: a) The associated valve is deactivated in the closed position, b) The associated ENG 1(2) CTL VALVE FAULT - NAC COOL VALVE OPEN caution is no longer displayed on ECAM EWD after maintenance action, c) The associated ENG 1(2) COOL VALVE FAULT caution is displayed on ECAM EWD after maintenance action, and d) Repairs are made within a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first. NOTE: Associated engine must be running for ENG 1(2) COOL VALVE FAULT caution to be displayed.		

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4. REMARKS OR EXCEPTIONS

75. BLEED AIR

Sequence No.	Item	1	2	3	4	Change Bar
26-03	Warning and Caution on ECAM EWD					
1)	ENG 1(2) COOL VALVE FAULT (PW 4000 Series Engines)	A	2	0	May be displayed on the ECAM EWD provided: a) The associated ENG 1(2) COOL VALVE FAULT - IDG VALVE CLOSED caution is not displayed on ECAM EWD, and b) Repairs are made within a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first.	
		A	2	1	May be displayed on the ECAM E/WD provided: a) The opposite IDG operates normally, and b) Repairs are made within a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first.	

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77. ENGINE INDICATING							
Sequence No.	Item	1	2	3	4	Change Bar	
00-01	ECAM Indications (EWD)						
1)	EPR Indication (PW 4000 and RR TRENT Series Engines)	C	2	0	May be inoperative provided EPR control mode is considered inoperative on both engines.		
2)	Fuel Flow Indication (Without Mod. 57115/ MP S30194)	A	2	1	One may be inoperative provided repairs are made within 3 flight days.		
3)	Fuel Flow Indication (With Mod. 57115/ MP S30194)	D	2	1	One may be in degraded mode (Last three green digits with amber dashes). NOTE: Fuel flow indication on the EWD in degraded mode is considered operative.		
		C	2	0	Both may be in degraded mode (Last three green digits with amber dashes). NOTE: Fuel flow indication on the EWD in degraded mode is considered operative.		

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77. ENGINE INDICATING							
Sequence No.	Item	1	2	3	4	Change Bar	
00-02	ECAM Indications (ENGINE Page)						
1)	Nacelle Temperature	C	2	0			
2)	N ₁ Vibration	C	2	1			
a)	CF6-80E1 Series Engines	C	2	1	(M) One may be inoperative provided the accelerometer is deactivated.		
					NOTE: The purpose of the maintenance procedure is to stabilize N ₁ indications in the case of high/erratic N ₁ vibration indication for crew convenience.		
3)	N ₂ Vibration	C	2	1			
a)	CF6-80E1 Series Engines	C	2	1	(M) One may be inoperative provided the accelerometer is deactivated.		
					NOTE: The purpose of the maintenance procedure is to stabilize N ₂ indications in the case of high/erratic N ₂ vibration indication for crew convenience.		
4)	N ₃ Vibration (RR TRENT Series Engines)	C	2	1			

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78. ENGINE EXHAUST					
Sequence No.	Item	1	2	3	4
30-01	Thrust Reverser Systems				
1)	GE CF6-80E1 and RR TRENT Series Engines	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Inoperative thrust reverser is deactivated and stowed in forward thrust position, b) ENG 1 (2) REV INHIBITED caution is displayed on ECAM EWD after deactivation, c) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and d) Appropriate performance adjustments are applied.
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78. ENGINE EXHAUST					
Sequence No.	Item	1	2	3	4
30-01	Thrust Reverser Systems (Cont'd)				
2)	PW 4000 Series Engines				
a)	Control	C	2	1	(M) One may be inoperative provided: a) Inoperative thrust reverser is deactivated and stowed in forward thrust position, b) ENG 1 (2) REV INHIBITED caution is displayed on ECAM EWD after deactivation, c) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and d) Appropriate performance adjustments are applied.
					(Continued)

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				2. NUMBER INSTALLED			
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78. ENGINE EXHAUST							
Sequence No.	Item	1	2	3	4	Change Bar	
30-01	Thrust Reverser Systems (Cont'd)						
2)	PW 4000 Series Engines (Cont'd)						
b)	Actuation	C	2	1	(M) One may be inoperative provided: a) Inoperative thrust reverser is deactivated and secured in the stowed position, b) ENG 1 (2) REV INHIBITED caution is displayed on ECAM EWD after deactivation, c) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both reverse control levers when applying reverse thrust.", and d) Appropriate performance adjustments are applied.		

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MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
78. ENGINE EXHAUST							
Sequence No.	Item	1	2	3	4	Change Bar	
30-04	Thrust Reverser Transcowl Lock (PW 4000 Series Engines)	A	4	0	(M) May be inoperative provided: a) Associated lock is secured in open position, b) Associated ENG 1(2) REV LOCKED caution is no longer displayed on ECAM EWD after maintenance action, c) ENG 1(2) REV MINOR FAULT caution is displayed on ECAM EWD after maintenance action, d) Associated thrust reverser operates normally, and e) Repairs are made within a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first.		
		C	4	2	One or both may be inoperative on one engine provided associated thrust reverser is considered inoperative.		
30-05	Thrust Reverser Short Time Limited Dispatch (PW 4000 Series Engines)	A	-	-	Dispatch is allowed with thrust reverser short time limited faults present on one or both engines (signaled by ENG 1(2) REV MINOR FAULT caution on ECAM EWD) provided repairs are made in a period of time not exceeding 20 consecutive calendar-days or 300 flight-hours, whichever occurs first.		

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY					
		2. NUMBER INSTALLED					
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		4. REMARKS OR EXCEPTIONS					
78. ENGINE EXHAUST							
Sequence No.	Item	1	2	3	4	Change Bar	
30-06	Indications on ECAM EWD						
1)	REV	C	2	1	One may be inoperative provided associated thrust reverser is considered inoperative.		
30-07	Warning and Caution on ECAM EWD						
1)	ENG 1(2) REV PRESSURIZED (PW 4000 Series Engines)	C	2	0	(M)(O) One or both may be displayed on the ECAM EWD provided that before each flight: a) The caution is confirmed to be false, b) The isolation valve associated with the thrust reverser having the false caution is verified to operate normally, and c) There is no ENG 1(2) REV MINOR FAULT caution associated with the thrust reverser having a false ENG 1(2) REV PRESSURIZED caution displayed on the ECAM EWD.		

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SYSTEM & SEQUENCE NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
79. ENGINE OIL							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01	Engine Oil Tank Flapper Valves (PW 4000 Series Engines)	A	2	0	May be inoperative provided: a) Associated oil tank filler cap is securely latched after each servicing, and b) Repairs are made within five flights.		
21-01	Air/Oil Heat Exchanger Valve (RR TRENT Series Engines)	C	2	1	(M) Except for ER operations, one may be inoperative in open position.		
31-01	Oil Quantity Indication on ECAM						
1)	GE CF6-80E1 and PW 4000 Series Engines	B	2	1	(M) One may be inoperative provided: a) It is verified before each departure that the oil tank is filled to the recommended maximum capacity, and b) There is no evidence of abnormal consumption or leakage.		
2)	RR TRENT Series Engines	B	2	1	(M) One may be inoperative provided: a) It is verified before each departure that the oil tank is filled to the recommended maximum capacity, b) There is no evidence of abnormal consumption or leakage, and c) There is no OIL LO PR SW/EEC failure message in EIVMU ground report.		

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		4. REMARKS OR EXCEPTIONS					
79. ENGINE OIL							
Sequence No.	Item	1	2	3	4	Change Bar	
34-01	Warning and Caution on ECAM EWD						
1)	OIL LO PR (RR TRENT Series Engines)	C	2	0			
35-01	Indications on ECAM ENGINE Page						
1)	CLOG	C	2	0			

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				4. REMARKS OR EXCEPTIONS			
79. ENGINE OIL							
Sequence No.	Item	1	2	3	4	Change Bar	
35-02	Warning and Caution on ECAM EWD						
1)	OIL FILTER CLOG						
a)	GE CF6-80E1 Series Engines	C	2	1	(M) One may be inoperative provided associated filter is changed once each flight day or every 15 flight-hours, whichever occurs first.		
b)	RR TRENT Series Engines Without Mod. 56713/MP 30133	A	2	1	(O) One may be displayed on the EWD for 15 flight-hours provided the alert is false.		
		C	2	1	(M)(O) One may be inoperative provided: a) Associated filter is changed before the first flight and then every flight day or every 15 flight-hours, whichever occurs first, and b) Associated master chip detector is inspected before each flight and does not reveal presence of chips from engine bearings.		
(Continued)							

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SYSTEM & SEQUENCE NO.	ITEM
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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
35-02	Warning and Caution on ECAM EWD (Cont'd)					
1)	OIL FILTER CLOG (Cont'd)					
c)	RR TRENT Series Engines With Mod. 56713/MP 30133	A	2	1	(O) One may be displayed on the EWD for 15 flight-hours provided the alert is false.	
		C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) The associated ENG 1(2) OIL CHIP DETECTED alert was not displayed on the EWD during the previous landing phase, b) Associated filter is changed before the first flight and then every flight day or every 15 flight-hours, whichever occurs first, and c) The associated Electronic Master Chip Detector (EMCD) is checked operative when the filter is replaced. 	
d)	PW 4000 Series Engines	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Associated filter is changed once each flight day or every 15 flight-hours, whichever occurs first, and b) Associated master chip detector is inspected before each flight and does not reveal presence of chips from engine bearings. 	
					(Continued)	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
79. ENGINE OIL						
Sequence No.	Item	1	2	3	4	Change Bar
35-02	Warning and Caution on ECAM EWD (Cont'd)					
2)	OIL CHIP DETECTED (RR TRENT Series Engines With Mod. 56713/ MP 30133)	A	2	1	One may be displayed on the EWD for 3 consecutive calendar-days or 40 flight-hours, whichever occurs first.	
		A	2	1	One may be inoperative on the EWD for 20 consecutive calendar-days or 300 flight-hours, whichever occurs first, provided the alert is false.	

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		2. NUMBER INSTALLED					
		3. NUMBER REQUIRED FOR DISPATCH					
		4. REMARKS OR EXCEPTIONS					
80. STARTING							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01	Start Valve						
1)	PW 4000 and RR TRENT Series Engines	C	2	1	(M)(O) One may be inoperative provided valve is manually closed after engine start.		
2)	GE CF6-80E1 Series Engines and Start Valve P/N 3290694-5 or Previous (PRE VSB 80-0007)	C	2	1	(M)(O) One may be inoperative provided: a) The valve is manually closed after engine start, and b) The ENG 1(2) START VALVE FAULT [START VALVE NOT CLOSED] alert is not displayed on the EWD after the maintenance action. NOTE: The Start Air Valve P/N can be checked through the IDG access door using a mirror or a camera.		
3)	GE CF6-80E1 Series Engines and Start Valve P/N 3290694-6 or Following (POST VSB 80-0007)	C	2	1	(M)(O) One may be inoperative provided valve is manually closed after engine start. NOTE: The Start Air Valve P/N can be checked through the IDG access door using a mirror or a camera.		
11-02	ENG MAN START Control	C	2	0			
11-03	FAULT Light on ENG MASTER PANEL	C	2	0			

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				4. REMARKS OR EXCEPTIONS			
80. STARTING							
Sequence No.	Item	1	2	3	4	Change Bar	
11-04	Indications on ECAM ENGINE Page						
1)	Start Valve Position Indication						
a)	PW 4000 and RR TRENT Series Engines	C	2	0	(M)(O) May be inoperative provided associated start valve is verified closed after engine start.		
b)	GE CF6-80E1 Series Engines	C	2	0	May be displayed open green after the start of the affected engine provided the associated ENG 1(2) START VALVE FAULT [START VALVE NOT CLOSED] alert is not displayed on the EWD.		
i)	Start Air Valve P/N 3290694-5 or Previous (PRE VSB 80-0007)	C	2	0	(M) May be inoperative provided: a) The associated start valve is verified closed after engine start, and b) The ENG 1(2) START VALVE FAULT [START VALVE NOT CLOSED] alert is not displayed on the EWD after the maintenance check. NOTE: The Start Air Valve P/N can be checked through the IDG access door using a mirror or a camera.		
ii)	Start Air Valve P/N 3290694-6 or Following (POST VSB 80-0007)	C	2	0	(M) May be inoperative provided associated start valve is verified closed after engine start. NOTE: The Start Air Valve P/N can be checked through the IDG access door using a mirror or a camera.		